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"Transportation Inside the Plant" in This Issue

THE AMERICAN ELEVATOR AND GRAIN TRADE

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
Mitchell Brothers Publishing Co.

Vol. XXXVI.

CHICAGO, ILLINOIS, MARCH 15, 1918.

NO. 9.

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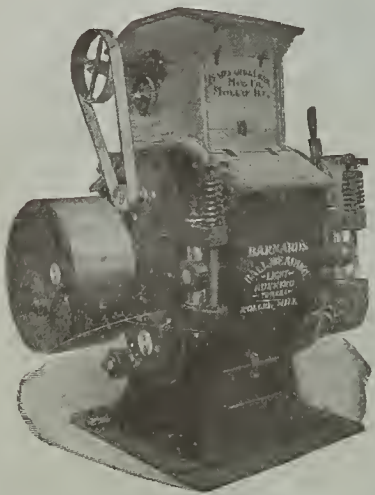
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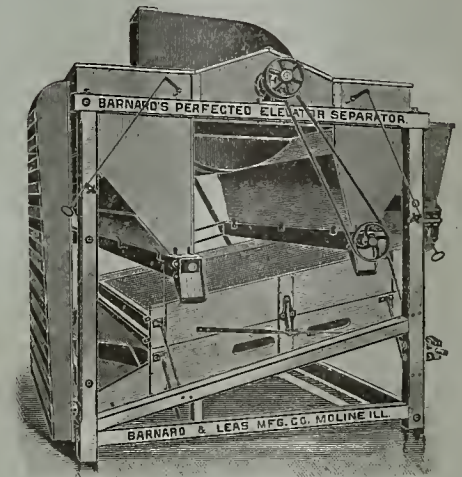
ESTABLISHED 1827

Everything for Handling Grain

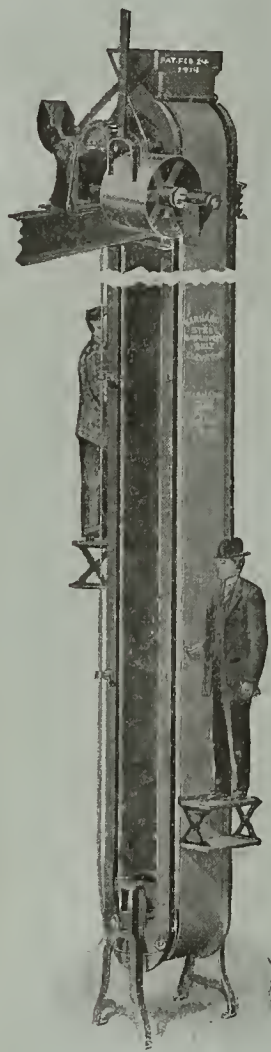
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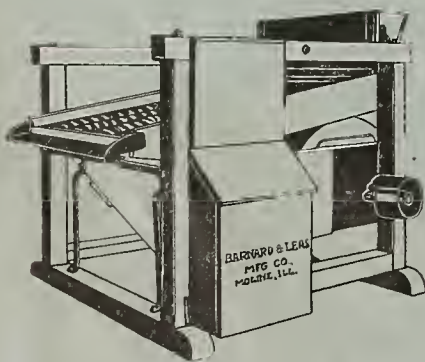
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Grain Cleaners
Oat Clippers
Oat Separators
Corn Shellers



Corn Cleaners
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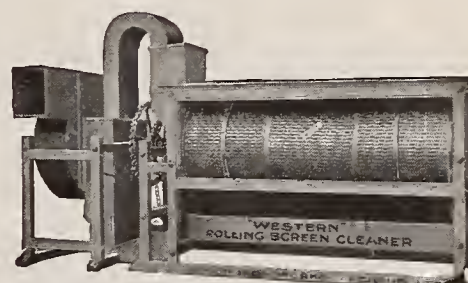
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PREPARE FOR SPRING CLEAN-UP TIME



"Western" Pitless Warehouse Sheller

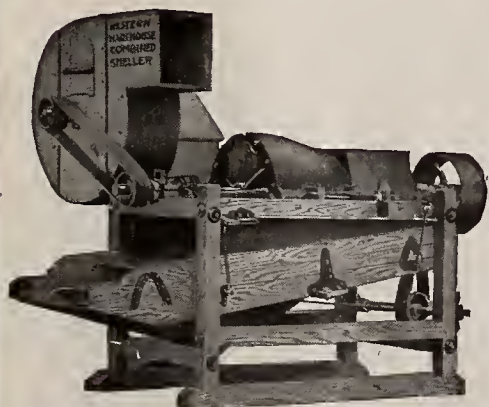
It is just as essential to clean up your elevator as it is your home for domestic comforts.



"Western" Rolling Corn Screen Cleaner

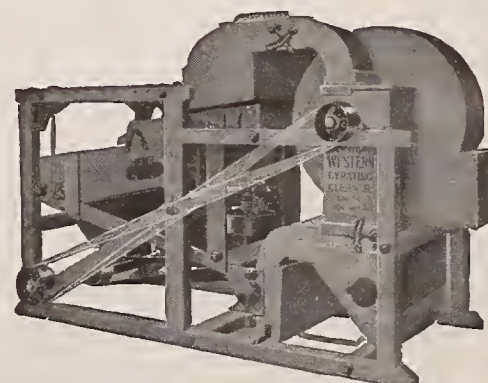
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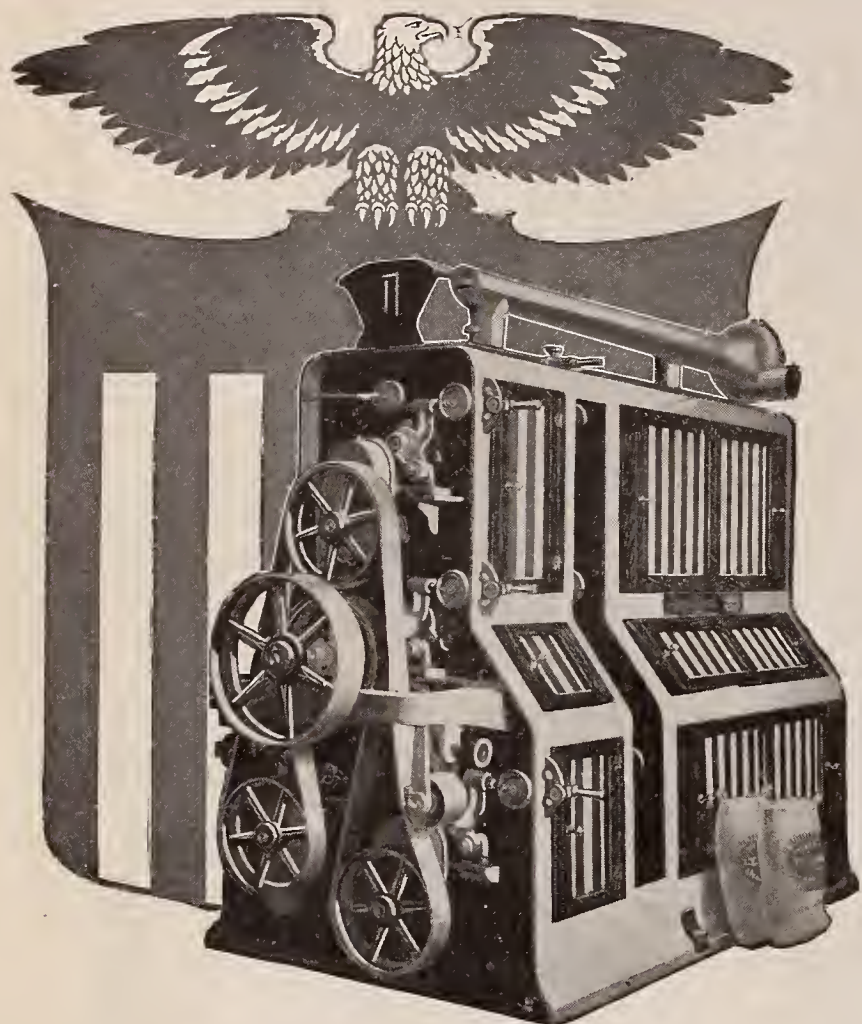
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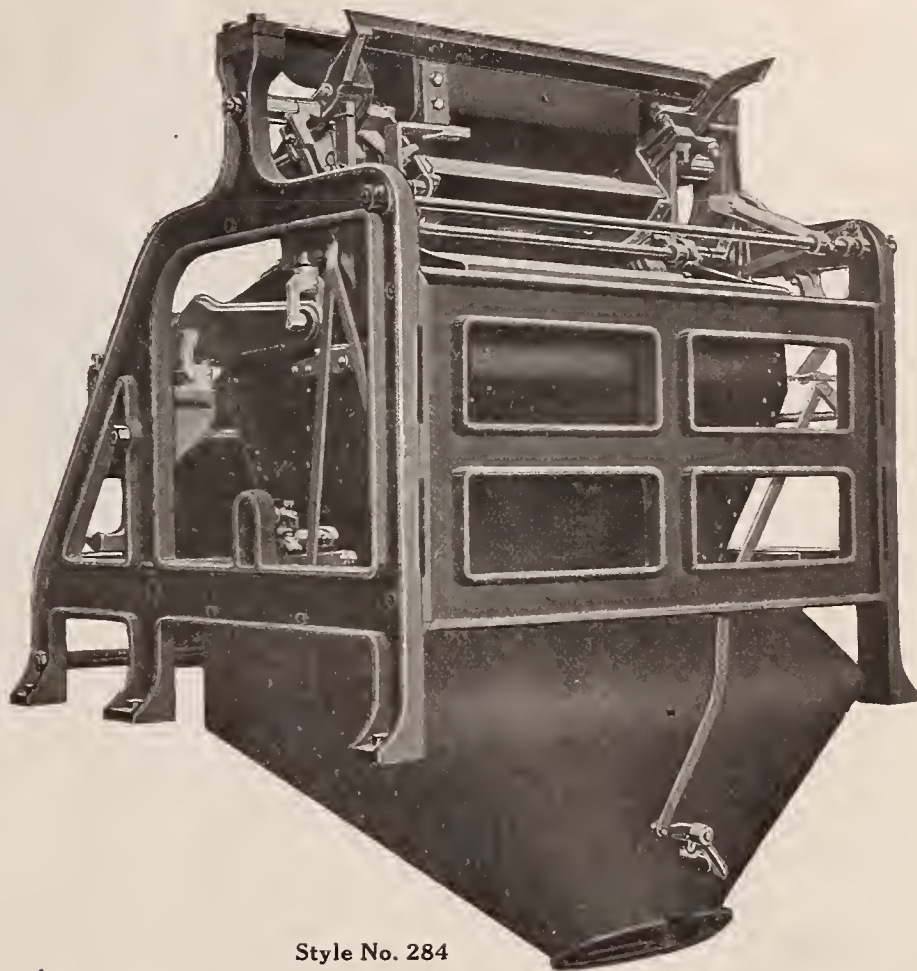
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of the U. S. Food Administration makes imperative an accurate Weight of all grain going in and out of elevators, and the lately passed Net Weight Law requires all commodities in interstate commerce to be marked with the exact net weight.

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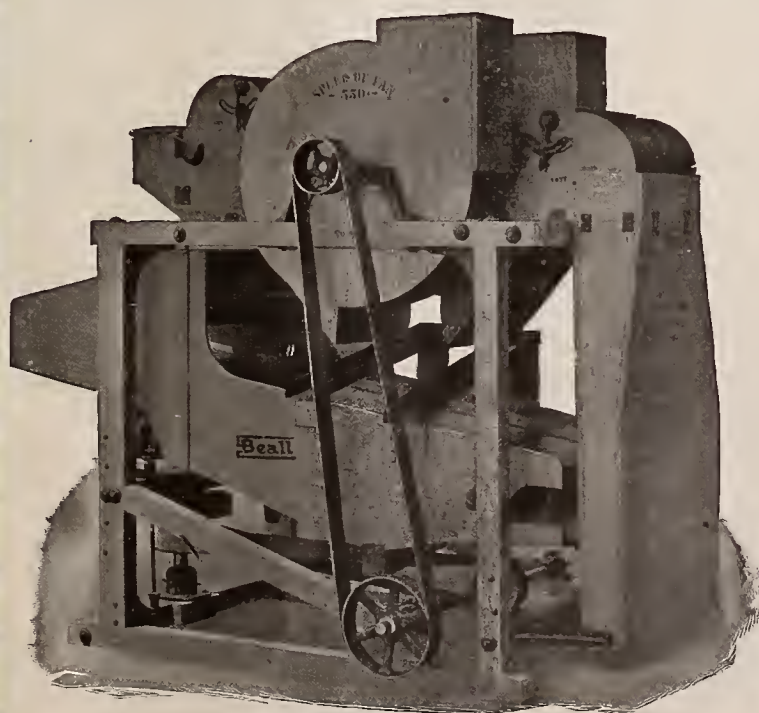
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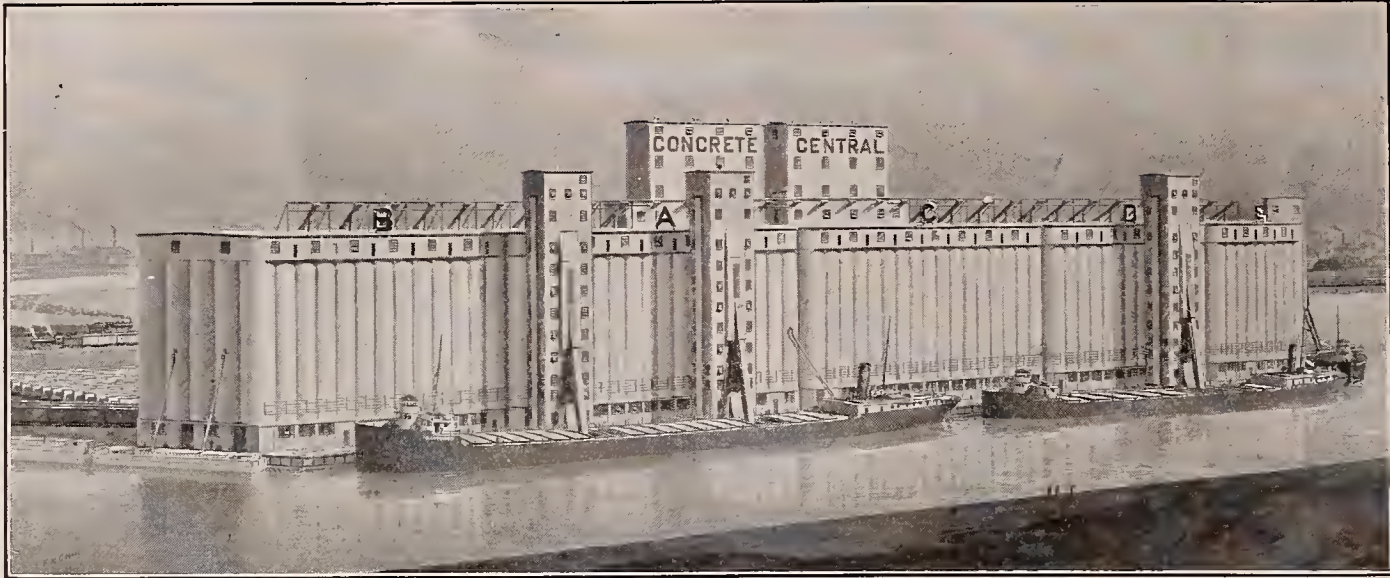
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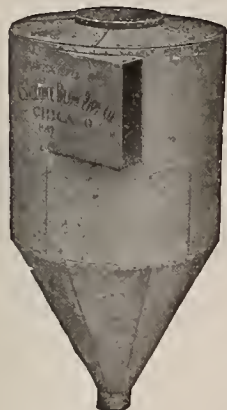
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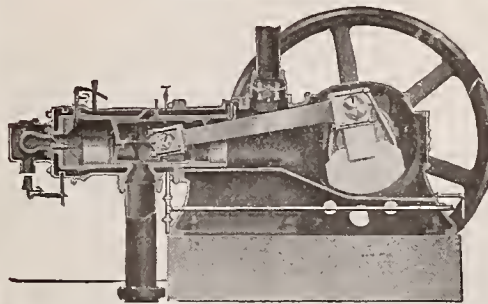
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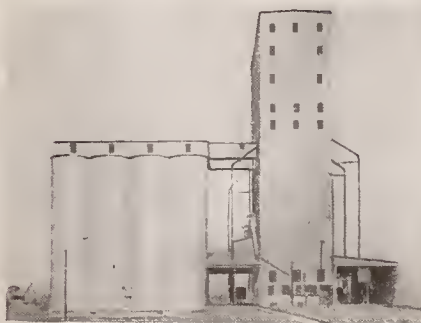
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Uses the daylight. Tracks arranged right.
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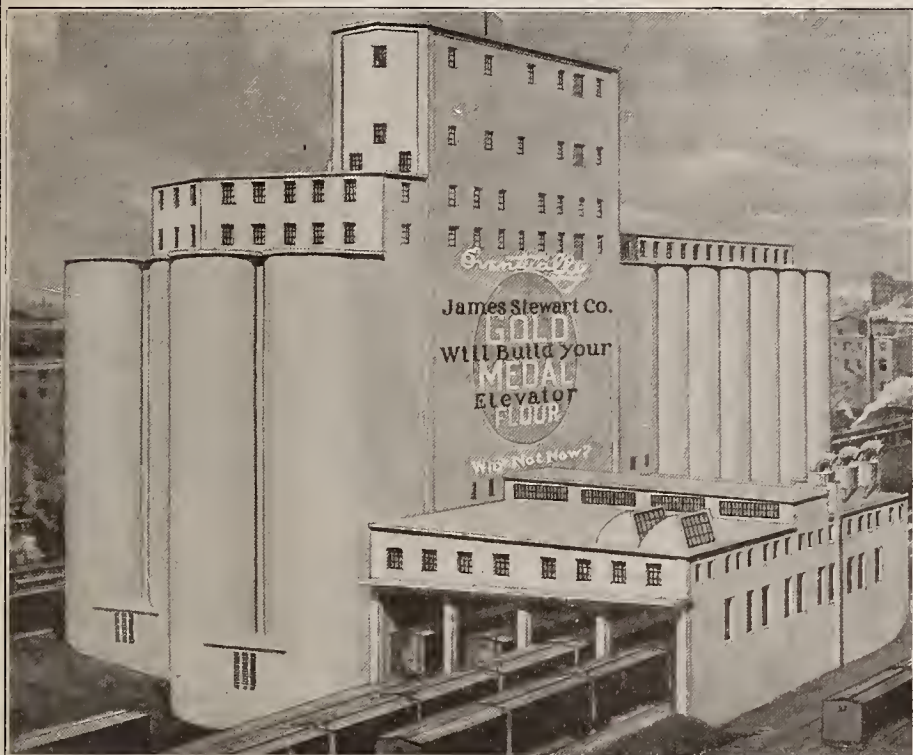
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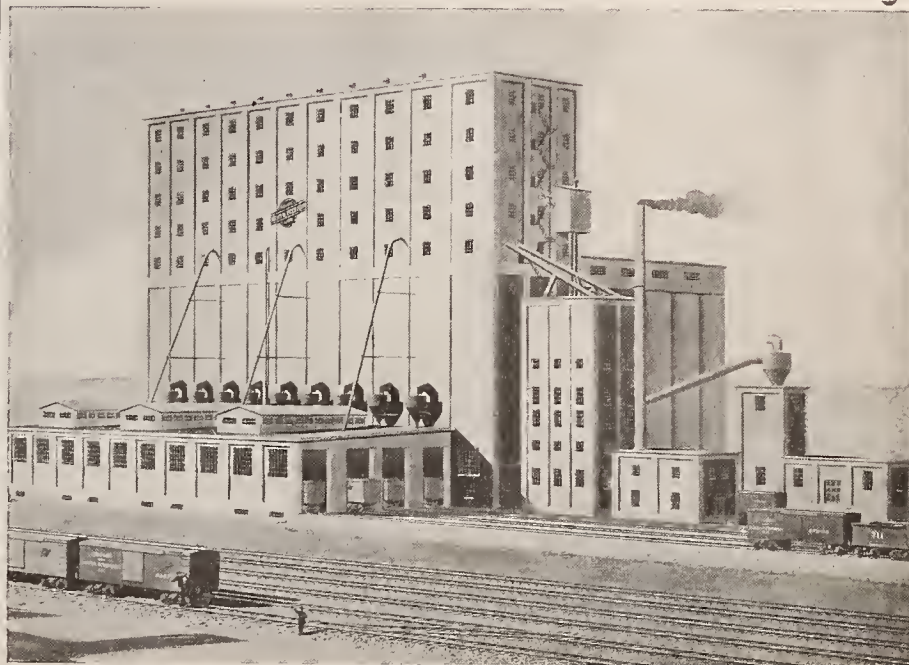
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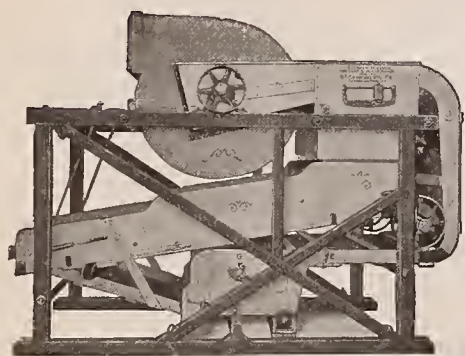


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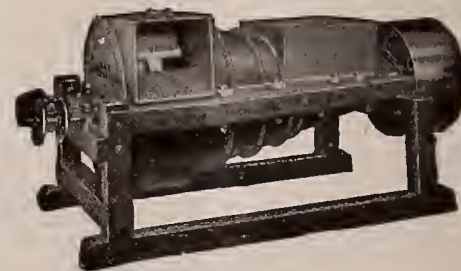


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Help the U. S. Food Administration by saving all the corn. All corn saved with use of the U. S. GRAIN CLEANER, the best machine made for the top of the elevator where corn, oats and wheat are shipped. Built strong and durable and insures best grades and prices.



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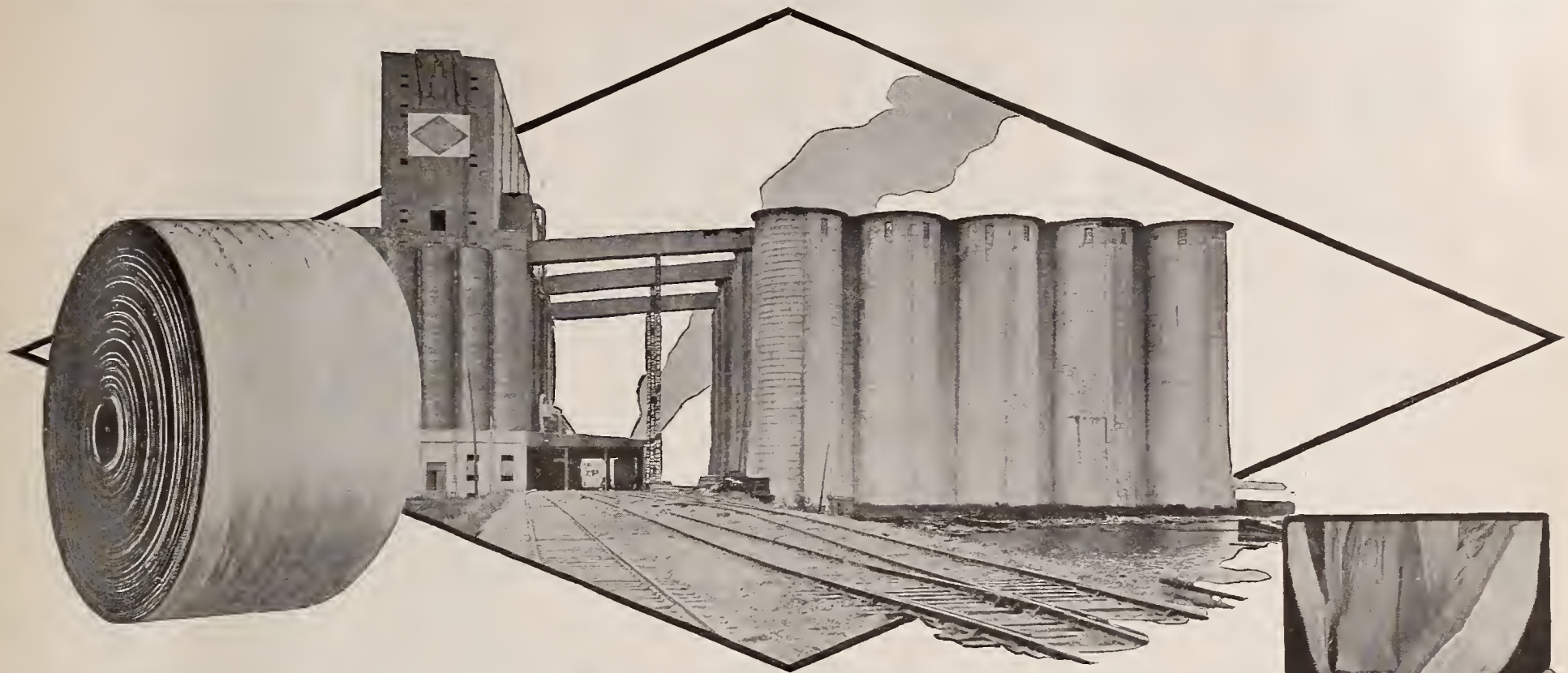


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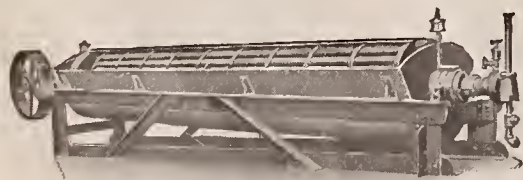
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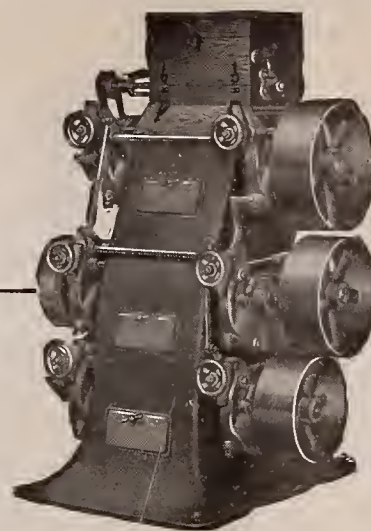
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For grinding feed, table corn meal, pearl meal, linseed, etc., you can use this mill with great profit. This mill is built by men who know milling conditions, for those who want the best in milling equipment.

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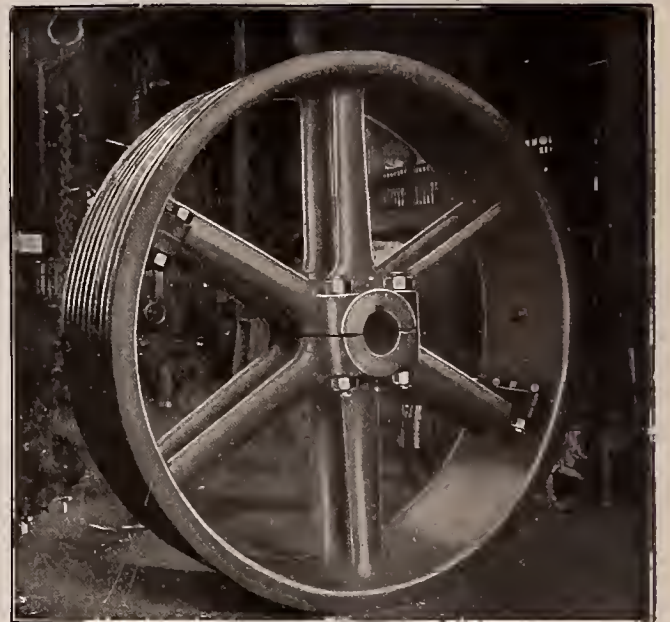
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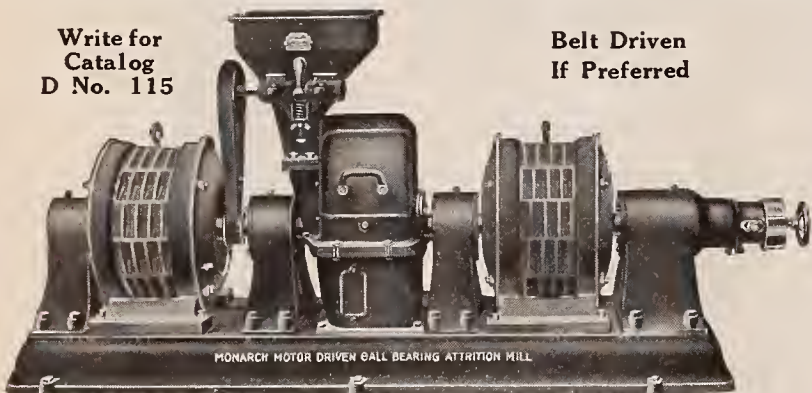
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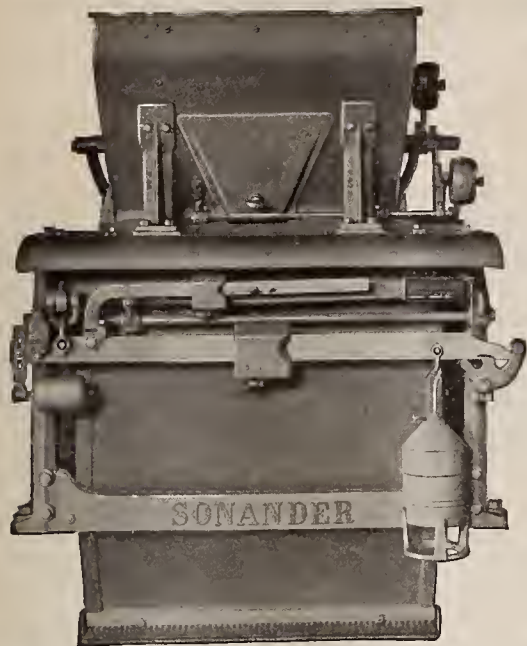
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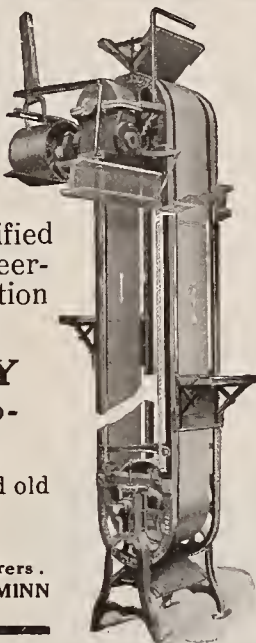
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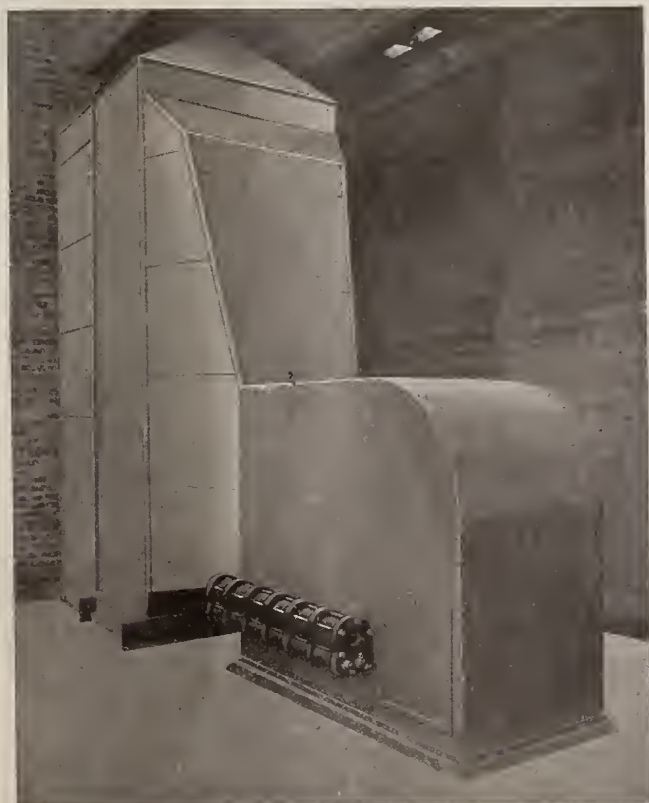
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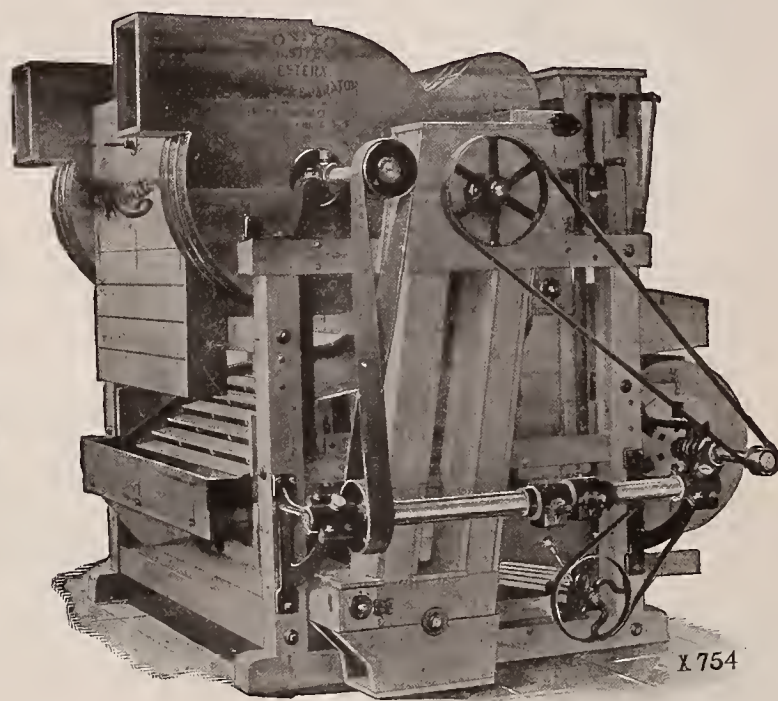


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A monthly journal devoted to the elevator and grain interests.

Official paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

Established in 1882.



Published on the fifteenth of each month by Mitchell Bros. Publishing Co., 431 So. Dearborn St., Chicago, Ill.

Subscription price, \$1.00 per year.

English and Foreign subscriptions, \$1.75 per year.

Established in 1882.

VOL. XXXVI.

CHICAGO, ILLINOIS, MARCH 15, 1918.

NO. 9.

An Extensive Elevator Belt Conveyor System

DURING the year 1905, Elevators "D" and "E" of the Illinois Central Railroad Company at New Orleans, La., together with their belt conveyors, were totally destroyed by fire. They were replaced the same year by the present structures which were built with the intention of eliminating the fire danger or reducing it to a minimum.

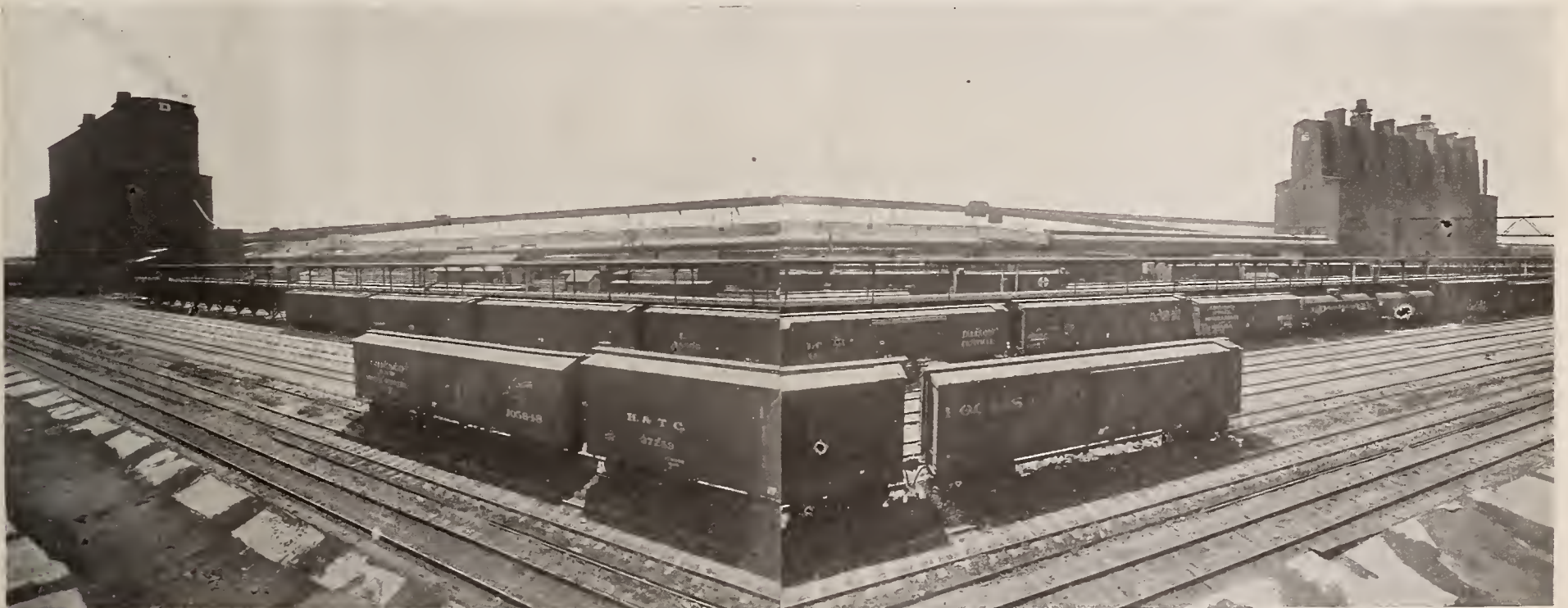
The two elevators are about 1,000 feet apart and until recently had no direct connections with each other. In course of operation it was often found necessary, when a ship's allotment of grain was partly in Elevator "D" and the remainder in Elevator "E," or vice versa, to move the ship or transfer

the grain in railroad cars from one elevator to the other. This latter mode of transfer was resorted to when the seven ships' berths were all occupied by vessels receiving and discharging cargoes, thus making an exchange of berths impossible. Then, too, difficulties were met with in drying and cleaning grain. Each elevator is equipped with Hess Grain Driers erected in adjoining buildings but it was often found desirable to handle large shipments faster than the drier capacity would permit. The same could be said also of clipping and cleaning.

In the latter part of 1916, the railroad company decided to make a unit system of the entire plant,

thus making Elevator "E's" four vessel berths accessible from Elevator "D" as well as "D's" three berths accessible from "E" with the total drying and cleaning capacity common to both.

Many schemes were presented for accomplishing these objects, most of which had their drawbacks. The belt conveyor seemed to be the logical way, but as the railroad yards were filled with tracks and various buildings, difficulties were met in finding supports for it. The great length necessary for a reversible belt also led to question, there being no available record of this length of reversing belt in operation. However, after many sessions and



THE ILLINOIS CENTRAL ELEVATORS "D" AND "E" WITH THEIR CONNECTING BELT CONVEYOR GALLERIES



CONVEYOR GALLERY LOOKING FROM ELEVATOR "E" TOWARD INTERSECTION



CONVEYOR GALLERY FROM MIDPOINT TO JUNCTION AT ELEVATOR "D"

careful consideration it was decided to build the present conveyor system which crosses a maze of tracks and over warehouses for about 1,100 feet when it turns a right angle on the roof of Shed 30 to Elevator "D," a distance of about 300 feet.

The gallery structure is built in spans of 100 feet, with tile roof and floors and sided with corrugated, galvanized ingot iron. The tile floor is faced with 1-inch concrete mortar. To avoid tracks and other obstructions, the supports of the gallery are of "57 varieties."

The machinery equipment includes a 36-inch rubber belt 2,100 feet in length and one of like width 500 feet long. Each belt has its own motor. The system is operated by a total of 135 horsepower, with a carrying capacity of 22,000 bushels per hour in either direction.

The 500-foot belt connects with Elevator "D." The upper or out-going side of the belt is used for carrying grain from Elevator "D" to "E," while the lower or return side of the belt is used for reverse operation. The 2,100-foot belt is a reversing belt and carries grain on the upper side of the belt only.

When the conveyor gallery was completed and put in operation, it became apparent that a greater elevating capacity was needed in Elevator "D," the total elevating capacity of which, previous to this time, was 100,000 bushels per hour. To provide for the new equipment, a leg of 20,000 bushels' capacity

per hour was installed in Elevator "D" together with scales and garnerers as well as a spouting system which reached about 30 storage bins, shipping bins and the drier. With the new equipment the regular work of the elevators, including shipping, cleaning and drying, may be carried on without interruption, while grain is being interchanged between the two elevators or while grain is being shipped from "E" through "D" to berths opposite latter elevator.

The equipment for the conveying machinery, with the exception of the motor, was obtained from the Webster Manufacturing Company of Tiffin, Ohio. The motors were furnished by Fairbanks, Morse & Co. of Chicago, Ill.

R. C. Jordan, operating superintendent of the elevators, made the original suggestion that some arrangement be made whereby the berths for either of the two elevators would be accessible to any one of the elevators. The scheme adopted was decided upon by A. S. Baldwin, chief engineer of the Illinois Central Railroad Company. L. A. Stinson of 72 West Adams Street, Chicago, Ill., who in 1906, was engineer in charge during the building of the entire system of elevators and original conveyors, was the contracting engineer, furnishing the detail plans and having charge of the construction work under the supervision of F. R. Judd, engineer of buildings for the Railroad Company. The actual work in the field was handled by H. E. Godfrey, superintendent for the contracting engineer.

part of the plant to another, hauling supplies, assembling cars, etc. In connection with the latter, the variety of products at the Argo plant is such that mixed cars are often shipped out, and instead of having the switch-engine place the car at the different sidings, to enable each division to load its proportion of the car, the plan used, to save switching expense, time and labor, as well as to conserve rolling stock, is to deliver all of the items required at one point, and load the car then and there. To handle this by teams is a big job, but it was necessary to use this plan before the present system was adopted.

When the burden on the old service became so heavy that another large increase in the equipment and number of men employed was necessary, the question of using a motor truck for this work inside the plant was gone into. It is not usual to find a truck employed around a plant in this way, and in fact many people have an idea that a motor truck can do its best work and show a profit on the investment only when it has long hauls and few stops to make. Besides, the investment, compared with that needed for horses and wagons, looked big, and hence the subject was studied for some time before a decision was made.

Finally, however, it was decided to use the truck, and a big 5-ton Garford was purchased. This was intended for use in the heavy work, and a smaller International truck was procured for the lighter hauls and the hurry-up deliveries, as a kind of general utility truck. With these two trucks the work is being done in fine style, and instead of being pressed all the time, the hauling is done with plenty to spare. In fact, the cleaning work, which under the stress of rush deliveries was sometimes neglected before the trucks were secured, is now handled regularly, with a consequent improvement in the general appearance of the plant.

Much of the work of the trucks is handled on schedule. Such things as sacks and other packages, which are used in large quantities, are hauled regularly. While some supplies of this kind are kept at the departments where they are to be used, the main stock is held at a central warehouse, and the distribution is made from there. Jobs of this kind, which are taken care of daily, enable a certain amount of the work to be handled at the same time every day, and the deliveries are routed according to the location of the buildings and the other factors. But there is a large part of the work which cannot be scheduled, because the necessities of the departments vary, and many of the calls are of an emergency character, due to break-downs of the equipment and things of that kind.

In the case of machinery repairs, where it is necessary to send to Chicago for a new part, the truck covers the distance and is back at the plant in a few hours, whereas with a horse and wagon it would have been a day's work to have secured the necessary part. Inasmuch as the product of the plant is tied up and production reduced while any machine is out of commission, ability to replace broken parts promptly and put the machine back in running order means greater efficiency for the plant as a whole, and thus must be chalked up in favor of the truck and its service.

While most of the horses and mules used in the teaming formerly by the Corn Products Refining Company at Argo have been sold, since the success of the motor equipment has made their services unnecessary, the wagons are still kept, and are used as trailers. They are employed principally in connection with the cleaning up of the plant, and are loaded by the workers, who let them stand until it is convenient for the truck to pick them up. In this way, the latter is not required to lose time for loading, but is kept running.

In order to enable the trucks to work to best advantage, the company has constructed better roads than were formerly in use. Good macadam highways were put down, connecting practically all of the buildings, so that in all kinds of weather there is good going for the motor equipment. This is an improvement which has benefited in other ways, since it makes walking better for employes, and also improves the appearance of the plant.

The experiment of using a high-priced, big-

Transportation Inside the Plant

How the Argo Plant of the Corn Products Refining Company Handles Its Inter-Department Hauling—Motor Trucks Prove Efficient Even on These Short Trips

BY G. D. CRAIN, JR.

IN THE work of getting handling costs down to the minimum, much study has been given to the problem of transporting materials and supplies inside the plant, as well as on the outside. In the elevator business, this is well taken care of by means of conveyor belts, but where grain product specialties of various kinds are being handled, the problem must be worked out with reference to the peculiar character of the items to be moved.

When the plant consists of but one building, trucks, hand-operated or equipped with electric storage batteries, serve the purpose, while gravity conveyors, with rollers mounted on bearings, assist in moving a great many supplies which are susceptible of handling in this way. An interesting problem develops, however, when the plant happens to be large enough to have the different departments housed in different buildings, and covers a considerable acreage of ground. Getting supplies and materials from one department to another then becomes a job to tax the ingenuity of the superintendent.

Not long ago the writer visited the plant of the Corn Products Refining Company, at Argo, a suburb of Chicago. This is one of the largest plants anywhere in the world devoted exclusively to the manufacture of products from corn. It covers a large expanse of ground, and as it makes half a dozen or more products, together with the tin cans and other packages that are used in their shipment, it is easy to understand that keeping supplies moving smoothly and without excessive cost is no small problem.

There is a big 10,000 horsepower steam generating plant, which furnishes power for all of the manufacturing operations, besides hot water and steam. This plant gets its coal in cars, delivered at a siding immediately adjoining the power-house, and the coal is lifted into the hoppers that feed the automatic stokers, by means of a locomotive crane, with a long-arm hoist. Hence this detail is taken care of without the use of much labor, but when it comes to supplies for the power plant, in the way of machinery parts, etc., it is necessary to have them transported in some way or other.

This, in fact, is one of the things that applies to all of the manufacturing departments. In a plant of this size, making corn starch, corn sugar, edible

oils of various kinds, feed of a number of varieties, syrup and other products, and using a great variety of machinery, much of which was especially designed for this plant, it is evident that there is bound to be constant demand for machine parts of various kinds, and that getting these parts to the point where they are needed calls for facilities especially established with this need in view.

Another big feature in connection with the operation of a plant covering many acres of ground is keeping it in condition, and looking attractive. Employers know that this not only makes for sanitation, but that workers like to be around a plant which is kept in clean and ship-shape condition at all times. Hence the Corn Products Refining Company has its grounds gone over carefully, rubbish of all kinds piled up and carted off at intervals, so that while it does not look like a public park by any means, the appearance of the place is decidedly business-like and attractive.

Getting trash and accumulation of various kinds out of the way promptly is also an advantage from the standpoint of the fire hazard. Fire insurance inspectors have a little notation for "good house-keeping," and if they enter a plant where the house-keeping is otherwise, they make a report of it, and some companies regard this as so important that they immediately cancel their lines of insurance on this risk if the assured does not take steps to put his plant in such condition as will eliminate the fire hazard due to carelessness in the handling of inflammable materials of different kinds.

For some time after the Argo plant, which is not one of the veteran units in the Corn Products chain of establishments, was put into use, machinery, supplies and other necessities for the operation of the plant were handled by means of horses and wagons. A considerable force of men was employed to operate these, and they also looked after cleaning up the grounds. The work continued to grow, and the extent of the equipment in use likewise increased, but it looked as if it was next to impossible to keep up with the demand for service around the plant.

This was not because of the necessity that many trips be made to Chicago for machinery parts, although this was occasionally demanded. The main business consisted of getting materials from one

capacity truck for purely plant service, with few excursions into the outside territory, has been so successful that it is believed that the idea may be generally extended. As stated, this is a work which is suggested only where the plant covers a lot of ground, and where the departments have separate buildings.

OWNERSHIP OF GRAIN PASSES WITH BILL OF LADING

A decision of very general interest to the grain trade was recently made by the United States Court of Appeals in the case of the *Pampa Grain Company vs. the Oklahoma Mill & Elevator Company*. This case arose from the flood at Galveston in 1915 when many cars of grain were damaged. The decision, written by Judge Botts, recites the points at issue, as follows:

The Pampa Grain Company sold to the Oklahoma City Mill & Elevator Company two lots of wheat of 6,000 bushels and 15,000 bushels, the Elevator Company being represented in the transaction by Kent Barber, and the Pampa Grain Co. by Tom F. Connally. Immediately after the transaction between these representatives of the concerns, and in accordance with the practice resulting from an observance of the rules of the Texas Wheat Growers Association, the Oklahoma City Mill & Elevator Company wrote letters of confirmation, which were signed by the Pampa Grain Company and returned. These letters constitute evidence of the contract between the parties. Pertinent provisions are: "We confirm purchase from you today by Tom F. Connally of — capacity cars of 6,000 bushels No. 2 hd. wheat at \$1.18½ basis delivered Galveston, shipment this week days via: Galveston weights and Galveston grades. Ship to S. O. Notify Oklahoma City Mill & E. Co., Galveston, for export, Care of Galveston Wharf Company Elevators.

"Please comply with routing requested. We reserve the right to change destination of shipment in transit. Draw on us at Oklahoma City, with shipper's order bill of lading attached, leaving sufficient margin to guarantee weights and grades. Shipper pays weighing, inspection, trackage, and exchange, if any. Delivery of grain not perfected until grain reaches destination specified and has been inspected and weighed. We reserve the right to unload off grades grain without first notifying you. On contract not filled in contract time we reserve the right to cancel, extend time, or buy in for seller's account." After the signatures: "Lower grades to apply at the following discounts: No. 3, 58 or better, 1 cent off; 57, 2 cents off; 56, 3 cents off; * * * Rejected wheat, 58-pound or better, 6 cents off; one cent additional off for each pound below 58-pound. No grade wheat, if merchantable, 58-pound or better, 7 cents off," etc.

Immediately after the making of these contracts, the wheat was loaded on cars of the A. T. & S. F. Railway, and bills of lading were issued to the Pampa Grain Company, "notify Oklahoma City Mill & Elevator Company, at Galveston, Texas." Drafts, with these bills of lading attached, were put in the bank by the Pampa Grain Company, and, upon presentation, were paid by the Oklahoma City Mill & Elevator Company. After payment of the drafts and the delivery of the bills of lading to the Oklahoma Company, the grain was destroyed in the storm at Galveston in August, 1915.

The issue is as to who is to stand the loss. No question would arise as to the completion of the sale, except for the language of the confirmation, "Delivery of grain not perfected until grain reaches destination specified, and has been inspected and weighed." There may be a sale without completed or perfected delivery. By delivery of the bills of lading and by the express terms of the confirmation letter, the Oklahoma Company acquired complete dominion over the property, with the right to change its destination or to sell in transit. The Oklahoma Company acquired with reference to it all the rights of ownership. It must be held to have the corresponding obligations and liabilities. As the owner of the property it must stand the loss of its destruction.

The contract contemplated that there might be readjustments in weight, and this was what was in the minds of the parties as required for perfecting the delivery at the point of destination. The contract as written leaves the destination uncertain. The words "wheat at \$1.18½ basis, delivered at Galveston," have reference to the price, and was not, within itself, sufficient to name the place of delivery. The order in the letter was to ship to Galveston for export, but the right to change destination of shipment in transit was reserved; and, in any event, Galveston was not the point of ultimate destination. However that may be, it is quite certain that the incidents of ownership passed to the elevator company by the payment for the property, and the receipt of the bills of lading, and the loss must necessarily fall upon it.

The judgment is reversed and the case remanded for proceedings not inconsistent herewith.

A Grain Elevator Tour in War-Time

No. 4—Technical Features of the New Orleans Public Elevator

BY JAMES F. HOBART

THE technical features of the New Orleans Public Elevator deserve even more mention than I have space for. However, I will try to bring out the principal points that impressed me.

Fig. 1 is a diagrammatic representation of a section, taken transversely through Annex No. 1. The high basement is shown with lighting windows on either side at A and B. The entire structure, elevator and annex, is supported upon a 3-foot concrete mattress C, which in turn is carried by evenly distributed piling, driven about three-foot centers over the entire area covered by the elevator buildings as indicated at D.

Above the concrete mattress was placed an 18-inch bed of clean washed gravel, shown at E. On

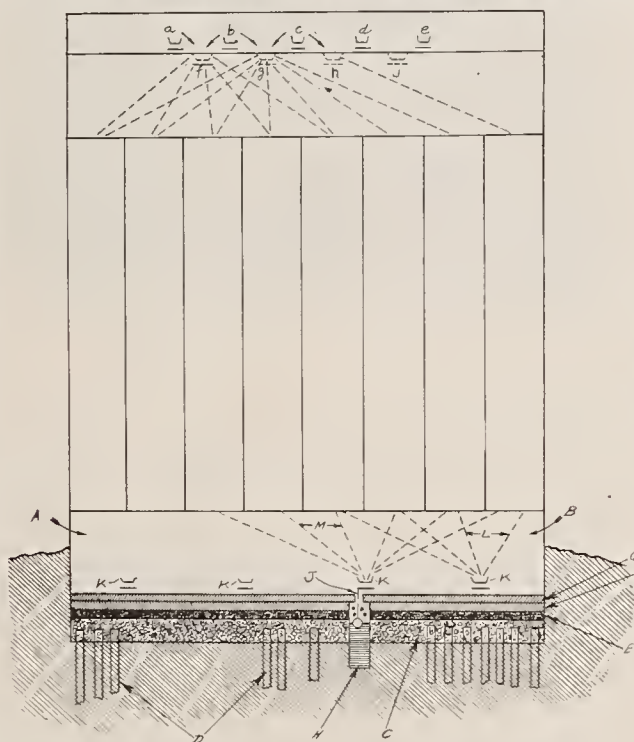


FIG. 1.—SECTION THROUGH STORAGE ANNEX NO. 1

top of the gravel was placed a layer of clean sand, F, and on this the 6-inch concrete floor, upon which floor are the four 40-inch shipping conveyor belts K-K-K-K.

Placed below the concrete floor of the annex, with holes extending into the gravel strata is the sump H, an iron affair, which carries the float J. This in turn is made to control an automatic electrically driven pump, by means of which there is removed from the sump all the water which finds its way into the gravel strata above the concrete mattress. As soon as the water rises to a certain height in the iron sump, the pump starts, removes the water and stops automatically when the float ball falls to a certain level.

Thus the matter of drainage is automatically taken care of and not a drop of water has shown itself on the basement floor, although, as stated, it is 8 feet below the water level of the surrounding territory. As the top of the land and the top of the water in said land are only about 18 inches apart in New Orleans, it is at once apparent how vitally

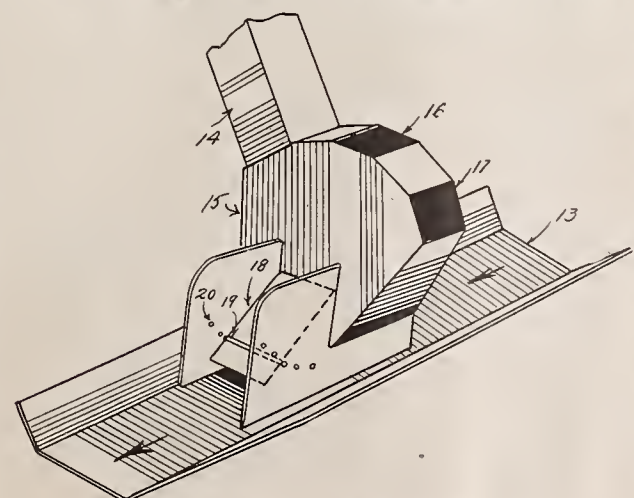


FIG. 2.—THE SANFORD BELT LOADER

necessary is the best of waterproofing and thorough drainage and removal of all seepage.

The great height of the basement story permits the arrangement of shipping conveyors and divertable spouts shown at L and M. The four conveyors can handle 25,000 bushels of grain per hour each. By means of the divertable spouts L and M it will be seen that half the capacity of the annex storage may be diverted to each of the two outside belts, and that three-fourths of the entire storage capacity may be shipped over either of the two inside or central belts. Furthermore, with any two of the four belts out of commission, from any cause whatever, the entire contents of all the storage bins and of the interstices as well, may be completely delivered over any two of the four belts, no matter which two of the four may be disabled.

Each conveyor belt has been equipped with a loader designed by Superintendent Sanford which possesses some very novel features, enabling this loader to work at any rate from zero to its full capacity, without spilling a single kernel of grain during the loading operation, and without any "splashing" whatever, although the "flood" method of loading is used.

By the use of this loader, which is sketched in Fig. 2, the conveyor belt may be partially loaded at several points, from a number of bins, at each point more grain being placed on top of that already on the belt, thus making a most convenient method of proportioning together several lots of grain.

The loader is placed upon a light trestle or frame which in turn rests upon the floor of the basement. The frame is not shown in the sketch, but the loader is supported as shown over belt 13, which travels in the direction indicated by the arrows. Grain comes down into the hopper 15, through the spout 14, which may be attached at will, grain tight, to its present opening, or to openings 16 or 17. Both the extra openings are closed while not in use.

Grain is delivered to the belt past the hinged door 18, and more or less grain passes to the belt, according to the position of said swinging door, which may be maintained at any desired angle of opening by means of the rod 19, accordingly as the rod may be disposed in any of the holes shown at 20. With the swinging door held in a vertical position, but very little grain finds its way to the belt, but when the swinging door 18 is permitted to swing nearly wide open, by means of rod 19 being placed in a pair of the highest holes, then the conveyor belt will be loaded to capacity from hopper 15.

In the upper story of the annex, and there are two stories above the bins, are placed five big conveyor belts, each having a capacity of 25,000 bushels of grain per hour. The clear height of the story devoted to spouts, underneath the upper one, which contains conveyor belts exclusively, is so great that almost every bin in the annex may be reached by each and every belt.

The first conveyor belt, A in Fig 1, will, as seen by referring to the dotted lines, reach five of the eight rows of bins in each cross section. Belt J commands all the bins save one at the extreme right side, and belt C commands every bin in the annex. In a similar manner, the other belts command most of the bins of the storage.

"It is no trick at all to unload 60 cars a day," said Mr. Sanford. "But it is another thing to take care of that grain and distribute it as fast as it comes in and in a manner which will enable the foreman to know where every bushel of the grain has been placed. We arranged this high spout floor especially to take care of the distribution, and we have succeeded in our attempt.

Fig. 3 represents a large blackboard in the "Control Room" of the elevator. Each and every bin and interstice is represented on this board and by appropriate marking anybody can tell at a glance just where each kind and grade of grain is located, and what bins are occupied or empty.

"It will be noted that the annex is divided by the

dotted lines 35 and 36," said Mr. Sanford, "into three sections, of respectively three, four and three rows or bents of bins. The first section, 37, adjacent to the elevator, we can fill by gravity from the elevator building, without the use of the conveyor distributing belts at all." In that manner 30 per cent of the elevator annex capacity may be handled without the use of distributing conveyors, a fact which has obvious advantages.

If the blackboard in Fig. 3 does not show markings as used by Mr. Sanford, there may be a very good reason therefor. However, if the latter be regarded as showing the kind of grain in any bin, W meaning wheat, O oats, C corn, R for rye and B for barley, then the grade of the contents of any bin or interstice may be indicated as desired, by a figure representing the grade number, and in this way a pretty good idea of the annex contents may be had at any time by a glance at the blackboard on which the shaded bins and interstices represent those which are occupied by grain, the unshaded ones being empty.

A variation occurred to me which would do away with much chalking and rubbing out. This is to place a pin in the center of each circle which represents a bin, and another in each interstice. Then, have a whole lot of discs and triangles made of different colors, each color representing a different kind of grain. Then it would only be necessary to hang upon its pin the proper colored disc or triangle, mark thereupon the grade of grain in said bin, and the work of bin registry is complete in short order.

"The new annex is nearly completed," Mr. Sanford added, as we stood on top of the elevator building and enjoyed the magnificent view therefrom. We looked down upon the new annex, which will store away 1,600,000 bushels of grain, and saw the workmen just completing the concrete roof. Otherwise it was complete and ready for the installation of the conveying machinery.

"The steel men tell me," said Mr. Sanford, "that they can put up the bridge from Annex No. 1 to No. 2 inside of 10 days. By that time we will have all the elevators and conveyors ready for use and will fill the bins at once. Even with that immense storage we could fill twice as much if we had it, so great is the movement of wheat to 'Over There.' We have started a lot of it, but I can't begin to tell how much of it got there or how much was sprouted."

The arrangement of the distributing conveyors is very peculiar. There are five distributing belts in Annex No. 1 and four belts in No. 2. They are arranged as shown by Fig. 4, where the belts in the old annex are marked 1, 2, 3, 4 and 5, those in the new annex being designated as I, II, III and IV respectively. It will be noted that the four conveyors in Annex No. 2 have been placed between those in Annex No. 1. This permits feeding from either of two conveyors in the old part to one of those in the new annex. The end view of these elevators is shown in Fig. 1, where the dotted lines at f, g and h represent two of the conveyors in Annex No. 2, and a, b, c, d and e show those in Annex No. 1.

"The system of spout distribution from belts to bins," Mr. Sanford continued, "is the same in the new as in the old annex, with the difference that we have only four instead of five conveyors to spout from into eight rows of storage bins. But we manage to reach almost all the storage with each of the conveyor belts."

"It is a pretty serious thing," remarked Mr. Sanford, as we stood in the control room, "to have a choke in an elevator where a conveyor is delivering to that elevator grain at the rate of 25,000 bushels per hour! There surely would be 'something doing' were we to permit such a choke to take place, and when a man is away back behind the bins, spouting down that amount of grain, it is something of a requirement to shut off the grain supply before a choke starts instead of after it has happened and 'balled things up' for a half a day."

"How do you prevent chokes, Mr. Sanford?"

"We try to shut off the grain at the bin the instant any trouble commences, and before a real choke has developed. For that purpose we have

electrical guards and tell-tales arranged in all the shipping legs in such a manner that, just as soon as grain begins to accumulate and not pass off as fast as it comes, a big bell in the annex basement starts ringing and sets up an awful clatter. At the same time an electric light flashes up here at the elevator where trouble is in sight, and at the same time a whole row of red lamps are lighted along the entire length of the conveyor where trouble is threatened and the bin man is thereby able to shut off the grain at that particular conveyor before

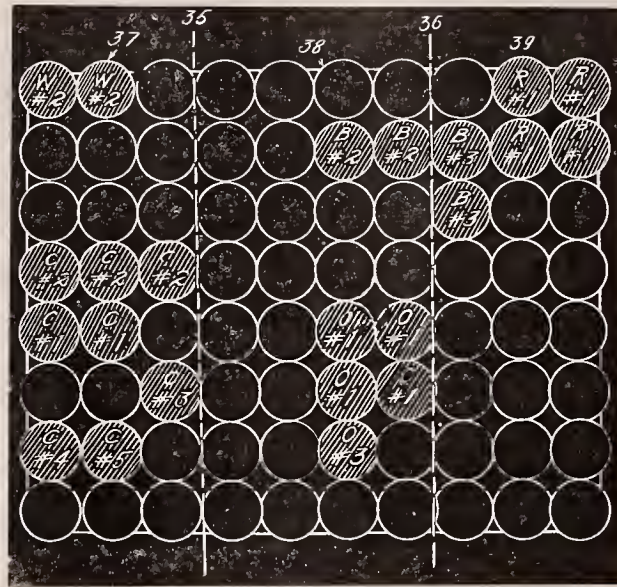


FIG. 3.—BLACKBOARD FOR CHECKING STORAGE

serious trouble has had time to develop in the shipping leg."

"Here's another electrical device," remarked Mr. Sanford, "which we are putting in and which will cost about \$20,000 when completed. It is the Zeleny Thermometer System and there will, when completed, be 10 points in each storage bin, from which the temperature of the stored grain will be determined and registered in the office."

In addition to the above, I noted that each machine in the building was individually driven by a separate electric motor, Fairbanks-Morse type of A C motor being used. There was an electric journal alarm system, rope strand signal system, telephones through the elevator, and a pneumatic tube connecting the foreman's office, the weight platform and the unloading shed, so that the tickets described elsewhere could be sent from place to place without delay. There was also a sort of dumb

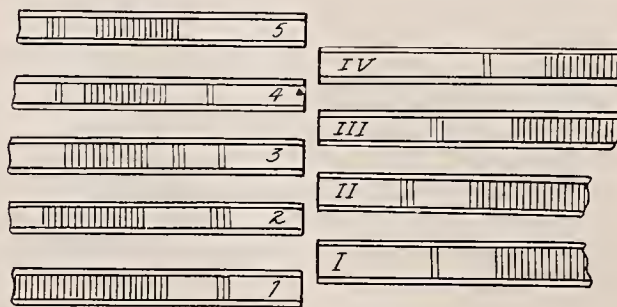


FIG. 4.—ARRANGEMENT OF DISTRIBUTING CONVEYORS

waiter or cash box system for use should anything happen to the pneumatic outfit.

The shipping legs were fitted with 38-inch belts on which were placed 18-inch staggered buckets and the dust from all the legs and other dust-producing apparatus, was drawn off by a large suction fan and deposited by means of a large cyclone collector, in a small building, away out in the yard, from whence the collected dust was duly sold to be made into feed via the "molasses route."

The transfer conveyors along the water front are each fitted with two trippers, the scheme being that while a vessel is trimming, but a small quantity of grain can be sent into the hold, therefore the conveyor supplying said vessel would be obliged to operate at very low capacity while trimming was being done. But, with the two trippers on each conveyor, any ship can take as much grain as it needs for trimming, while the remainder can be tripped back upon the conveyor belt again and sent on to whatever other vessel might be loading at the

same time, thereby keeping the conveyors working at all times to their full capacity.

The gallery shipping conveyors are reversible so that in case grain should be received by barge it could be sent right into the elevator by reversing the direction of one or more of the conveyors, thus enabling material received from the pneumatic unloader to be promptly placed in storage in either annex, as required.

SUIT FOR COLLECTIVE CLAIMS

Every grain association has been bothered with the problem of collecting loss and damage claims for its members from the railroads. Claims Bureaus have done excellent work and have increased the collections materially. They would be still more efficient if all claims were automatically placed in their hands by every member of the associations, for the cumulative pressure that could be brought to bear would have much added weight in reaching a satisfactory adjustment.

H. N. Stockett, secretary of the Northwestern Grain Dealers Association, is suggesting a plan of collective legal action by members of his organization having claims and the result of the experiment will be watched with interest. The plan as outlined to his members by Mr. Stockett is as follows:

Nearly every grain dealer in our territory has one or more claims against the railroads. Many of these claims are nearly two years old, having to do with the 1915 crop. Practically no claims have been settled for on the 1915 and 1916 crop, or on the 1917 crop now moving. Evidently the railroads do not intend to pay them, or pay them in reduced amounts, as they please, after the time for their collection has expired. The promises held out by the railroads have not been fulfilled.

These claims, for loss and damage of grain in transit, including delays to shipments, should be kept alive and not be permitted to become outlawed. At the expiration of two years from the time of delivery of a shipment legal right for collection terminates. In other words the dealer cannot force collection of a claim through suit after a two years' period. Some of your claims are already outlawed.

Apparently there is but one thing for the grain dealers to do. Consolidate their claims, demand their payment and if not paid within a reasonable time enter court proceedings.

Legal action instituted before the expiration of the two years period will keep the claims alive until paid.

With extended time on the old claims, through legal action, the grain dealers can secure the payment of all their claims, with interest, in the courts; or take the matter up with the railroads before some legally constituted tribunal for a just settlement on claims past due and to come.

To give you some idea of the amount of money the grain dealers have tied up in the railroads in unpaid claims, we will cite just one instance and you can draw your own conclusions as to the aggregate amount. One railroad alone, doing business in our territory, has unpaid claims amounting to thousands of dollars and this is not the biggest railroad operating in our field either. The railroads are also getting the interest on the money which belongs to these dealers. You also have a claim for interest on these deferred payments.

The plan is for all grain dealers in our territory with claims to consolidate them, employ legal counsel, do what is necessary to collect them, prorating the expense among themselves, which would be very little to each claimant. All claims against all the railroads to be handled at one time through the Association, if a sufficient number of the grain dealers care to have them handled that way. Immediate action should be taken, separate or otherwise.

The object of this is to know if you are willing to join in a united effort to have these claims paid as outlined and to secure the prompt payment of all future claims.

Please advise us if you wish to have your claims handled as indicated herein and if so send us complete information of the claims you have on file with the transportation companies, giving for each claim—the railroad, the number of the claim, the amount, the car initial and number, station shipped from, date of shipment, kind of grain and the total number of pounds. If for damage, character and extent of the injury. If for delay, give fullest information. Also include full information in regard to any claims you may have and not presented for payment. It will only be necessary at this time to give us the information on your claims, as indicated.

We are prompted to this by numerous complaints and suggestions, from the grain dealers in our territory, that something be done to secure the payment of their claims.

If you have claims you care to have handled in this way, make it known to us at once and with the information requested. Before any action is taken you will be fully advised and you will be included in it only if you elect.

New Wheat Standards Proposed

HEARINGS which were recently held by the Department of Agriculture in 18 grain centers of the country, relative to a readjustment of wheat grades, brought out the fact that, however, just the standard grades were for normal times, they required some important changes to take care of the war conditions.

New standards have been suggested, therefore, and a hearing was held at Philadelphia on March 14. This will be followed by four other hearings: at Indianapolis on March 16; at Kansas City on March 18; at Spokane, Wash., on March 18; and at Minneapolis on March 21.

In giving notice of these meetings the Secretary of Agriculture outlined some of the conditions which make necessary the proposed changes. His remarks were substantially as follows:

The war has brought about fixed prices for wheat and a substantial elimination of competition in wheat transactions. It has also placed the milling and baking industries upon a new basis. Under present abnormal conditions mixtures of different classes of wheat, admixtures of rye and other factors which influence color, texture and loaf volume of bread do not play nearly so important a part in the marketing of wheat as they did under pre-war conditions. Regulation of storage mixing, cleaning and distribution of wheat has altered materially the relative importance of other factors.

Many of the changes requested in the present standards appear to have been based upon normal marketing conditions, but most of the suggestions were caused by the application of new requirements to the milling and baking industries and the reorganization of grain marketing practices. After full consideration of all the suggestions presented a draft of proposed standards has been prepared on the basis of the suggestion which had in view for the most part present marketing conditions.

Farmers, millers, merchants, inspectors, warehousemen, carriers and other persons interested are invited to be present at any of these hearings.

In view of the limited time within which final action should be taken, 90 days' notice being required under the law before the changes can become effective, it is urgently requested that advice and suggestions presented at the hearings or through the mail be confined to the specific class, sub-class, grade requirement, or definition, as the case may be.

The proposed standards are less exacting in their requirements, especially with reference to moisture mixtures of wheat of different classes, inseparable foreign material and rye mixtures, than the present standards which have been in effect since July 1, 1917.

PROPOSED OFFICIAL WHEAT STANDARDS

Section 1—Any grain which when free from dockage contains more than 10 per cent of grain of a kind other than wheat shall not be classified as wheat.

Section 2—Classes and Sub classes: Wheat shall be divided into classes and sub-classes as follows:

STANDARDS FOR HARD RED SPRING WHEAT (CLASS 1)

This class shall include all varieties of hard red spring wheat but shall not include more than 10 per cent of other wheat or wheats. This class shall be divided into two sub-classes as follows: Dark northern spring (Sub-class A): This sub-class shall include wheat meeting the requirements of the class hard red spring of which 75 per cent or more consists of dark, hard and vitreous kernels. Northern spring (Sub-class B): This sub-class shall include wheat meeting the requirements of the class hard red spring of which less than 75 per cent consists of dark, hard and vitreous kernels.

STANDARDS FOR DURUM WHEAT (CLASS 2)

This class shall include all varieties of durum wheat but shall not include more than 10 per cent of other wheat or wheats. This class shall be divided into two sub-classes as follows: Amber durum (Sub-class A). This sub-class shall include wheat meeting the requirements of the class durum of which 75 per cent or more consists of hard and vitreous kernels of amber color and texture. Durum (Sub-class B): This sub-class shall include wheat meeting the requirements of the class durum

which consists of less than 75 per cent of hard and vitreous kernels of amber color and texture.

STANDARDS FOR HARD RED WINTER WHEAT (CLASS 3)

This class shall include all varieties of hard red winter wheat but shall not include more than 10 per cent of other wheat or wheats. This class shall be divided into two sub-classes as follows:

Dark Hard Winter (Sub-class A)

This sub-class shall include wheat meeting the requirements of the class hard red winter of which 75 per cent or more consists of dark, hard and vitreous kernels.

Hard Winter (Sub-class B)

This sub-class shall include wheat meeting the requirements of the class hard red winter of which less than 75 per cent consists of dark, hard and vitreous kernels.

STANDARDS FOR SOFT RED WINTER WHEAT (CLASS 4)

This class shall include all varieties of soft red winter wheat but shall not include more than 10 per cent of other wheat or wheats. For the purpose of grade designation, wheat of this class shall be known as red winter.

STANDARDS FOR WHITE WHEAT (CLASS 5)

This class shall include all varieties of common white wheat and all varieties and hybrids of white club wheat

SYNOPSIS OF GRADE REQUIREMENTS FOR ALL WHEATS

Grade No.	Test Weight per Bushel Not Less Than		Moisture Content		Wheats of Other Classes		Rye		Total		Heat Damaged		Inseparable Foreign Material Except Rye	
	Class (1)	Classes (2), (3), (4), (5)	Lbs.	Pct.	Lbs.	Pct.	Pct.	Pct.	Pct.	Pct.	Pct.	Pct.	Pct.	Pct.
1	58	60	15	4	2	2	.1	1						
2	56	58	15	10	3	3	.5	2						
3	53	55	15	10	5	10	1.0	3						
4	50	52	15	10	7	15	3.0	5						

Sample grades shall be wheat of the appropriate subclass which does not come within the requirements of any of the grades from numbers 1 to 4, inclusive, or has any commercially objectionable foreign odor except of smut, garlic or wild onions, or is distinctly musty or very sour or is hot heating, infested with live weevil or other insects injurious to stored grain, or otherwise of distinctly low quality or contains small inseparable stones or cinders.

(1) The wheat in grades Nos. 1 to 3, inclusive, shall be cool and sweet.

(2) The wheat in Grade 4 must be cool, but may be musty or slightly sour.

(3) The wheat in Grade No. 1 (all sub-classes) shall be bright.

(4) The Grade No. 1 (of the class hard red spring) shall not include more than 10 per cent of wheat of the variety hump back.

(5) The Grade No. 1 (of the class durum) shall not include more than 10 per cent of wheat of the variety red durum.

whether winter or spring grown, but shall not include more than 10 per cent of other wheat or wheats. This class shall be divided into two sub-classes as follows:

Hard Winter (Sub-class A)

This sub-class shall include wheat meeting the requirements of the class white of which 75 per cent or more consists of kernels of hard (not soft and chalky) texture, but kernels of wheat of the variety and hybrids of white club including Sonora shall be treated as kernels of soft and chalky texture.

Soft White (Sub-class B)

This sub-class shall include wheat meeting the requirements of the class white which contains less than 75 per cent of hard (not soft and chalky) texture, but kernels of wheat of the varieties and hybrids of white club and Sonora shall be treated as kernels of soft and chalk textures.

Section 3—Mixed wheat: Mixed wheat shall be any mixture of wheat not provided for in the classes from 1 to 5 inclusive, defined in Section 2.

Section 4—Smutty wheat: Smutty wheat shall be all wheat which has an unmistakable odor of smut or which contains spores, balls or portions of balls of smut in

excess of a quantity equal to two balls of average size in 50 grams of wheat.

Sec. 5—Treated Wheat: Treated wheat shall be wheat of which more than 20 per cent has been scoured, limed, washed or treated in any similar manner.

Sec. 6—Garlicky Wheat: Garlicky wheat shall be all wheat which contains garlic or wild onion bulbs or has an unmistakable odor of garlic or wild onions.

Sec. 7—Basis of Determination: Each determination of temperature, odor onions, garlic and live weevils or other insects injurious to stored grain for the purpose of these standards, shall be upon the basis of the grain, including dockage. All other determinations, except that of dockage, shall be upon the basis of the grain when free from dockage.

Sec. 8—Percentages: Percentages except in case of moisture, shall be percentages which are ascertained by weight.

Sec. 9—Dockage: Dockage includes sand, dirt, weed seeds, weed stems, chaff, straw, grain other than wheat, and any other foreign materials which can be removed readily from the wheat by the use of appropriate sieves, cleaning devices or other practical means suited to separate the foreign material present, also undeveloped, shriveled and small pieces of wheat kernels removed in properly separating the foreign material and which cannot be recovered by properly rescreening and recleaning. The quantity of dockage shall be calculated in terms of percentage based on the total weight of the grain including the dockage. The percentage of dockage so calculated, when equal to 1 per cent or more shall be stated in terms of whole

per cent and half per cent, and when less than 1 per cent shall not be stated. A fraction of a per cent when equal to or greater than a half shall be treated as a half, and when less than a half shall be disregarded. The percentage of dockage so determined and stated shall be added to the grade designation.

Sec. 10—Test Weight per Bushel: Test weight per bushel shall be the weight per Winchester bushel as determined by the testing apparatus and the method of use thereof described in Bulletin 472, dated October 30, 1916, issued by the U. S. Department of Agriculture or it may be determined by any device which will give equivalent results.

Sec. 11—Percentage of Moisture: Percentage of moisture in wheat shall be that or the equivalent of that ascertained by the moisture and the method of use thereof described in Circular No. 72, and supplement thereto, which has been issued by the U. S. Department of Agriculture, Bureau of Plant Industry.

Sec. 12—Heat Damage Kernels; Kernels and pieces of kernels of wheat which have been distinctly discolored by reason of external heat or as a result of heating which has been caused by fermentation.

Sec. 13—Inseparable Foreign Material: Inseparable material shall include all matter other than wheat and rye, which is not separated from the wheat in the proper determination of dockage.

Sec. 19—Grades for Mixed Wheat: Mixed wheat shall be graded according to each of the grade requirements for wheat of the class which predominates over each other class in the mixture, except that all of the requirements in any subclass to the maximum percentage of wheat of other classes and sub-classes or varieties shall be disregarded. The grade designation of mixed

wheat shall include, successively, in the order named, the number of the grade or the words "sample grade" as the case may be, the word "mixed" and in the order of its predominance, the name and approximate percentage of each class which constitutes 10 per cent or more of the mixture, but if but one class exceeds 10 per cent of the mixture, the name and approximate percentage of that class shall be added to the grade designation followed by the name and approximate percentage of at least one other class, each in the order of its predominance.

Sec. 20—Grades for Smutty Wheat: Smutty wheat shall be graded and designated according to the method described either in paragraph A or B:

(A) Before the determination of smut dockage as provided in this paragraph, the wheat shall be graded and designated according to the grade requirements of the standard applicable to such wheat if it were not smutty, except that smut balls shall not be considered as inseparable foreign material. The loss shall be ascertained by scouring, washing or otherwise, and shall be calculated in terms of percentage based on the total weight of grain free from dockage.

The percentage so calculated shall be stated in terms of whole per cent and half per cent. A fraction of a per cent when equal to or greater than a half shall be treated as a half, and when less than a half shall be disregarded. The percentage of smut dockage so determined and stated shall be added to the grade designation preceding the statement of dockage, if any.

(B) Smutty wheat shall be graded and designated according to the grade requirements of the standard applicable to such wheat if it were not smutty, except (1) that smut balls shall not be considered as inseparable foreign material, and (2) that when the amount of smut present is so great that any one or more of the grade requirements of grades from No. 1 to No. 4, inclusive, cannot accurately be applied, the wheat shall be classified as sample grade. For all grades there shall be added to and made part of the grade designation, preceding the statement of dockage, if any, the word "Smutty."

Sec. 21—Grades for Treated Wheat: Treated wheat shall be graded and designated according to the grade requirements of standard applicable to such wheat if it were not treated, and there shall be added to and made a part of its grade designation, a statement indicating the kind of treatment.

Sec. 22—Grade for Garlicky Wheat: Garlicky wheat shall be graded and designated according to the grade requirements of the standard applicable to such wheat if it were not garlicky, and there shall be added to and made a part of its grade designation the word "garlicky."

GRAIN SHIPPED FROM CANADIAN WEST VIA PANAMA CANAL ARRIVES IN ENGLAND

After a voyage of 92 days the steamer *War Viceroy* arrived recently at a British port with a cargo of 100,000 bushels of wheat from Vancouver, B. C., via the Panama Canal. This makes the first stage in an experiment which may have far reaching benefits for Western Canada. It is an experiment which has silenced the skeptical ones who declared the plan impossible.

So as to take every possible precaution that full data should be obtained as to condition in which grain was shipped and received, an officer was sent on the voyage from the grain laboratory of the Trade Department. Electric thermometers were installed in the steamer. The grain was sampled at Calgary, and placed under laboratory supervision when removed from the elevator to the cars. Samples were again taken at Vancouver as the boat was loading.

It is interesting to note that this shipment was the first outloading by boat from the new Canadian Government Elevator at Vancouver which was written up and illustrated in the January, 1918, number of the "American Grain Trade."



DRYING AND BLEACHING FIBER IN NEW ZEALAND FIELDS

Binder Twine and the Harvest

Sisal Monopoly Threatens Our Grain Crops—New Zealand Hemp a Possible Substitute—How the Fiber Is Extracted

BY W. D. HORNADAY

EVERYONE recognizes the special importance of our grain crops in wartime, but few realize how dependent our farmers are on Yucatan for the successful harvesting of the grain. Yucatan controls the world's output of henequen or sisal, from which all of our binder twine is made, and if that southern Mexican state should deny us her crop of sisal, or if German or Mexican agents should buy it up to cripple us, we would be in a most serious position.

It would seem that with our cotton, hemp and flax production, we could be independent of Yucatan for twine, but all of these fibers are too soft to be cut on the binder knife. Sisal is stiff and brittle and is broken rather than cut. As our harvesting machines are made at present sisal is the only twine that can be used successfully in the grain harvest.

For this reason the recent announcement that the wonderful New Zealand fiber plant, known as flax, may be successfully grown in Southern California is of vast significance. It is believed that the New Zealand plants may also be grown on a commercial scale in the coast region of Texas, Louisiana and Florida. It was my privilege to make a personal investigation of the flax fiber industry of New Zealand three years ago during an extended visit to that Dominion. My research then fully convinced me that the highly profitable plants might be successfully introduced into the United States. Since the sisal monopoly of Yucatan caused the price of binder twine to mount to excessive figures, the United States Government through its Department of Agriculture, as well as the manufacturers of twine and cordage, have been investigating the possibilities of growing a fiber producing plant in this country in order to make them independent of the Yucatan producers.

From an ornamental standpoint the different varieties of New Zealand flax are surpassed by but few other species of vegetation. The plants are found growing in the public and private gardens of New Zealand, Australia and many groups of islands of the South Seas. Several years ago the first of these plants were brought to Southern California and they are now found in considerable numbers in the private grounds of residents of Los Angeles and even in San Francisco. It belongs to



CUTTING LEAVES OF NEW ZEALAND HEMP

the lily family, and its long, soft leaves give little indication of the tensile strength of the fiber that exists beneath the greenish pulp.

With its usual paternalistic care, the New Zealand Government is promoting and encouraging the development of this fiber industry. At present the value of the yearly output of this fiber ranges from \$1,500,000 to \$2,750,000, depending largely upon the available supply and the means at hand for extracting the fiber. A large part of the production is marketed in the United States, where it is known to the trade as New Zealand hemp. Mixed with sisal fiber, it enters largely into the manufacturing of binder twine, ropes, bagging and other products. The fact that the fiber of this so-called flax plant attains a greater length than that of any known fiber-producing species of vegetation, makes it in strong demand. Besides its great value from a commercial standpoint, this plant is of ornamental appearance and lends beauty to the landscape of many localities of this country. It has a particular fondness for low-lying, swampy districts, and it is in these marshy places that the principal supply of the raw material is obtained. Comparatively little effort has been made so far to grow the plant by artificial means. There are large areas where it covers the ground so densely that a large tonnage of the leaves may be obtained per acre with comparatively little effort. It is found, however, that the plant grows well in all classes of soil, but it attains its maximum growth in heavy land and moist situations. In the districts around Wellington, which is free from freezing temperature in winter and is constantly swept with moisture-laden winds, the fiber-producing plant is found at its best. Approximately 70 per cent of the outlet of New Zealand comes from the Wellington district. It is claimed that but for the fact that New Zealand is far removed from the fiber markets of the world, the growing of this flax plant there would quickly become one of the greatest industries of the Dominion. Even in the face of the long transportation and high shipping charges, together with the unfavorable labor conditions existing here, the industry has made gradual and steady progress.

The leaves from which the fiber is extracted are sword-shaped and range in length from four to nine feet. The tensile strength of the fiber is the chief factor upon which its value is based. In this

respect the strands that are obtained from the leaves of the flax plant are only excelled by the henequen, from which the sisal fiber is obtained. Some idea of the productiveness of the plant may be had when it is stated that a good average crop will yield from 30 to 40 tons of leaves per year. It requires, under the present method of stripping the leaves, an average of about $8\frac{1}{2}$ tons of raw material to produce one ton of first-class fiber. Besides the fiber, there is obtained about 500 pounds of tow to each $8\frac{1}{2}$ tons. At this rate one acre of the plants will give a yield of from 3 to 5 tons of fiber per acre, exclusive of a large quantity of tow and waste.

The method of cutting and handling the leaves of the flax plant is very similar to that in use in Yucatan with the henequen plant. There are expert fiber workers here who devote most of their time to the industry. The leaves are cut by men with sickles and are tied in bundles which average in weight about 90 pounds. The leaves are cut off within six inches of the crown of the plant. Where cut near to the root, gummy matter and a strong red dye in the butt deleteriously affect the fiber, as it is difficult under present methods to eliminate the gum and color.

When the trucks of leaves reach the mill, the bundles are weighed to determine the price to be paid the contract cutters, as well as to ascertain the proportion of leaf to fiber, and are then stacked in a yard, to be sorted and prepared for stripping.

The leaves are graded into from two to four qualities, according to the nature of the product produced in the particular locality, and are divided up into different lengths, with the object of stripping the varying lengths separately, so that the grades aimed at may be uniform in length as well as in quality.

In the work of stripping, several bundles are placed on a table or bench to the right-hand side of the operator of the stripping machine. The object of the feeder is to feed from two to three leaves into the machine at a time. The expertness of the operator consists in providing an even supply of leaves for the machine, so that the work of stripping may be uniform and effective. The weight of two leaves is about two pounds two ounces, and an average of 2,800 pounds an hour is fed by expert operators.

The feed-rollers, which hold the blades against a stationary bat while the stripping drum is beating out the vegetable matter, travel at the rate of about 430 revolutions per minute, while the revolving beating or stripping drum, 18 inches in diameter and six inches in width, travels at about 2,000



HANKS OF FIBER READY FOR BALING

revolutions per minute. The beating-drum consists of a cast iron cylinder to the outer surface of which are attached, diagonally and at opposite angles, twenty-two beaters or plates one-quarter inch wide and $1\frac{1}{2}$ inches deep, cast upright on the face of the cylinder. The drum, traveling against the leaf, held in position by the beating bar and feed-rollers, beats off the bulk of the vegetable matter and leaves the fiber somewhat deleteriously affected and with a residue of vegetation attached.

As the fiber leaves the stripper, it is caught by an automatic catching machine, which takes the fiber and passes it between "washing-drums"—two sets of four beaters covered with galvanized iron, fixed at equal intervals around, and about two feet from a spindle, which work into one another and thereby form with water continuously flowing over them, a fairly effective means of washing away the bulk of the loose vegetable matter. The fiber is carried on the endless chain through the washing process, being held meanwhile by an automatic grip which operates as the fiber is going into the washing-ma-

chine, and becomes released as the fiber leaves it. Immediately beyond the washer, an automatic divider, which is simply a piece of iron or wood fixed at an angle against the chain, lifts the fiber off the chain, when it is taken by an operative and formed into hands, each representing the fiber from about 15 leaves, which are thrown over a pole, so that the water may be drained away.

When fairly dry, generally on the day following, the fiber is taken to bleaching-fields to be bleached by the weather. The hanks are spread to the width of 18 inches in extending rows. Here the hemp remains for six or seven days, the time generally required in favorable weather for good bleaching. In the event of the weather not being favorable for drying the fiber whilst lying on the ground, the alternative is to hang it on wire fences in order to finish the drying process. The fiber when dried is "hanked" and carted to the scutching-shed.

The hemp is next "scutched" to remove any dry surplus vegetable matter. The scutcher is a skeleton drum of about five feet in diameter and six feet in length, provided with six beaters. It revolves at the rate of about 230 revolutions per minute. This machine is attended by men who feed the hemp into the scutcher in such a way that the hanks hang in front of the drum, thus allowing any loose material and the rough tails to be more or less removed. The short fibers and the dust fall behind the scutching-machine, and after being well shaken to remove the dust and rubbish, constitute what is known commercially as "tow."

After the hemp has been scutched, it is twisted into hanks weighing about five pounds each and baled, a bale weighing about 456 pounds. It is then dispatched to the Government grading store to be graded for export. Hemp is divided into six grades—superior, fine, good fair, fair, common and rejected. Before shipping takes place the shipping companies cause two bales of hemp or tow to be dumped together. The reason for this is to reduce the space required in the ship's hold.

Another by-product which is engaging increasing attention is "stripper-slips." This is the fiber that is lost in stripping and carried away in the washing process. It is caught by an iron grating, and in some cases washed and then spread on the ground or hung on wire fences to bleach and dry. This class of product contains a great deal of valuable fiber in a somewhat crude condition. It is also baled and has to be passed by Government graders.

There are in operation in New Zealand about 10 rope and twine works, which have an annual output of about 1,377 tons of rope and 1,490 tons of twine. There are 81 mills for extracting the fiber from the flax plant in operation in the Dominion, and these mills give employment to 1,244 persons.



FEEDING LEAVES TO A STRIPPING MACHINE



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This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

MARCH 15, 1918



WANTED—A BETTER PLAN

THE times call for a Moses to lead the harassed terminal operators out of the wilderness of daily losses. The situation is this: Millions of dollars are tied up in terminal elevator property that is not producing a cent. Terminal elevators are an essential factor in the normal distribution of grain, and the men who have invested so much capital in them cannot indefinitely carry the overhead burden without some return, as they have done throughout the crop year. ¶ The distribution rules of the Food Administration are in large measure responsible for these serious losses. What is wanted, then, is a plan of grain control that is better than the one we are now using. This plan would have to take into consideration several factors that tend to complicate matters: Restricted transportation facilities; cost of living that keeps well ahead of increased wages; a deficient amount of available wheat; a situation in which all governments must have food for soldiers and civilians at whatever cost. These conditions have pretty effectively overthrown the law of supply and demand, unless we are willing to let riot and bloodshed take its part in proving the law. We do not want to do that. The grain dealer is entitled to a reasonable return for his services. Many of them are not getting it. The proposed plan must be one

which will allow the terminal operators to live; which will not raise prices to the consumer; which will not increase or duplicate transportation; which will not restrict our exports. If the plan contains all these qualifications we feel sure that the Grain Corporation will accept it. However, if the plan is based primarily on assurance of elevator profits it will receive scant consideration. ¶ The Food Administration and the National Government have a bigger job on their hands than the protection of any special interest no matter how important that interest may be in normal times. And it must be further remembered that a large percentage of our people, thanks to muckraking demagogues and half-baked economists, believe that terminal markets have little or no economic place in food distribution. ¶ Perhaps no one man feels qualified to outline an entire new program, but many may have suggestions bearing on the subject. The "American Grain Trade" will act as a clearing house for these suggestions, and out of many, a definite plan may be constructed. These suggestions will be printed anonymously if desired, but the sender's name must accompany them. What have you to offer toward a better distribution plan?

GETTING CHUMMY WITH RAILROADS

GRAIN shippers have never felt very close to the claim agents of railroads, in fact their attitude has been one of veiled or open hostility. Unless he was a very big shipper indeed he has had to fight hard for recognition of every claim for loss or damage, and this doesn't induce to great cordiality. But now there is hope of a change of feeling. As we go to press a conference is being held in Chicago between shippers and railroad men, in an effort to reach an agreement on the question of loss and damage claims, particularly where there is no evidence of leakage. This step was suggested by the Interstate Commerce Commission in its report on Docket 9009. The call for the conference was issued by the Grain Dealers National Association, which will give it the widest possible scope and authority. ¶ The claim situation, since the Government took over control of the roads is about as it was before. H. N. Stockett, secretary of the Northwestern Grain Dealers Association, says that the roads are no less willing to accept claims, but emphasizes the fact that unless dealers press their claims, the roads will serve them with worse conditioned cars than ever, and they have been bad enough. ¶ T. E. Hamman, chairman of the Claims Committee of the Illinois Association, says that, during the past year about 20 per cent more payment checks for claims were received from the railroads, but that "non-leaking" claims and claims for delayed delivery and deterioration consequent to such delay, are not generally being paid; the former because settlement of the question is now pending; and the latter, perhaps a reflection of Government control, on the theory that the railroads are not responsible for delays in time of war. ¶ At the Chicago conference there is every probability that an agreement will be reached which will be fair to both sides. One result will be insistence upon better weighing facilities at shipping points, although the Inter-

state Commerce Commission, in its preliminary report on the subject, 48 I. C. C. 530, says that it is not shown or believed that all the conditions that have been criticized are characteristic of all shippers or all localities. But it is equally certain that an arbitrary shrinkage allowance will not be made for all losses irrespective of condition of grain or of cars. There is ample middle ground for meeting on all points and an obvious disposition of both sides to be fair and reasonable, so that the result of the conference is expected to be a much better feeling and a more prompt adjustment of claims.

CALL RULE SUSTAINED

ABOUT two years ago Judge Landis, of the Northern District Court of Illinois, ruled that the Call Rule of the Chicago Board of Trade was in restraint of trade under the Sherman Act. Traders and shippers knew that the rule was not in restraint of trade, as a matter of fact made trading broader and much easier for shippers between the regular sessions of the Board in that it fixed a price for wheat, corn, oats and rye "to arrive," and grain could be shipped at a known price if consignment was not desired. ¶ In spite of this positive knowledge the rule was abolished in compliance with the judgment of the court, and another rule substituted which was far less satisfactory in that it afforded less protection to shippers and a narrower market. In the meantime a test case was made of the old rule and was tried in the Supreme Court of the United States. The rule was declared lawful and unobjectionable, the decision being written by Justice Louis D. Brandeis, brother of Alfred Brandeis of Louisville. ¶ The case illustrates fairly the influence of full information and knowledge on the bench. Judge Landis is a good judge, but in this case he was dead wrong. The Supreme Court decision was based on grounds broad enough to give confidence to the Board in formulating this or similar rules in the future.

THE FARM RESERVES

NO GREAT surprise was manifested by the trade at the record amount of grain reserves on farms as shown by the Government report as of March 1. The grain movement to terminal markets during the past four weeks has been greatly in excess of last year, but the farm reserve still maintains the greatest total and percentage amount of the crop. ¶ Corn on the farms totalled 1,292,905,000 bushels, or 40.9 per cent of the crop. This compares with 782,303,000 bushels, or 30.5 per cent last year. ¶ Wheat shows 111,272,000 bushels or 17.1 per cent of the total crop still on the farms as against 100,650,000 bushels, or 15.8 per cent last year. ¶ Oats on farms March 1, was 595,195,000 bushels, or 37.5 per cent of the crop, compared with 394,211,000 bushels, or 31.5 per cent in 1917. ¶ Barley also is in excess of last year, the comparative figures being 43,404,000 bushels, and 33,244,000 bushels, or 20.8 and 18.2 per cent respectively. ¶ Transportation conditions, and for wheat the vain

hope of better prices, were responsible for the comparatively small receipts of all grains, for at no time in the crop year has any market had enough good grain to supply its immediate demand. Now that the railroads are giving such improved service the reserve by June 1, will probably be cut to last year's figures or below.

NEW WHEAT GRADES

At least the malcontents of the Northwest will find complete satisfaction in the liberal requirements of the proposed new grades for wheat, which may be found on page 567 of this issue. Under competitive commercial conditions the former grades, with slight modification, were fair to growers and allowed ample protection to millers, but wheat flour has practically ceased being a competitive commodity so that the restrictions on wheat grades can well be lifted for the duration of the war. It is understood, however, that the new grades are war emergency grades and would not answer for normal conditions. ¶ Under the new rules all grades may contain 15 per cent of moisture. As practically no wheat, as such, is exported nor stored for more than 60 days, this amount of moisture can safely be carried if ordinary care is exercised. Weights are lowered substantially. This, too, is of less importance to millers as their flour extraction is specified by law and can be altered if necessary to conform to the weight differences. Admixtures of other wheats and of rye are more liberal as the present color of flour is less important than it used to be. The heat damage allowance is probably a permanent change. ¶ As the new grades will be promulgated on April 1 to take care of the new crop movement in July, but little time remains for criticism or suggestion. If anyone has a change to propose and cannot be present at any of the scheduled hearings, it behooves him to write at once to the Department of Agriculture about it.

THE NATIONAL RAILWAYS

PERMANENT Government control of railroads is a busy little idea these days and is engaging more or less of the attention of almost everybody who thinks at all of economic or governmental policies. It is being considered in every phase, from enlarged Interstate Commerce Commission control to out and out Government ownership. ¶ The results that have been attained under the centralized authority of the director-general make a potent argument that will not be overlooked by the Government ownership fans, and the effectiveness of that control is far from being exhausted. One of the latest moves that will have an important bearing on future transportation, whether it is under private or Government ownership, is the appointment of a commission, headed by Henry Walters, chairman of the Boards of the Atlantic Coast Lines and the Louisville & Nashville Railroad, for the purpose of establishing standard types and designs of cars and locomotives to be adopted by the railroad administration. Freight car standards are to have first consideration, in fact have been under investigation since last

summer, the committee consisting of S. M. Vauclain of the Baldwin Locomotive Works, W. H. Woodin of the American Car and Foundry Company, J. M. Hansen of the Standard Steel Car Company, N. S. Reeder of the Pressed Steel Car Company, and Clive Runnels of the Pullman Company. ¶ Imagine the joy of knowing just what you are going to get when you order a grain car. Standard grain cars will eliminate many difficulties in filling contracts without overages or underages to take care of, and will facilitate handling and make economies possible all along the line. It will take about 20 years to bring full standardization into being, but 20 years is but a short time compared with the past and future that chaos has and would have continued to reign under the old system.

EDITORIAL MENTION

Line your cars and save the grain.

Even under the pressure from the Director-general of railroads it is a lucky shipper that is getting all the cars he needs.

Leaking spouts and cars waste enough grain to feed a regiment of soldiers. Stop the leaks and save a square meal for a fighter.

The restrictions in barley malting have provided much new drying facilities and the maltsters have done a profitable business.

Rye production increased from 48,862,000 bushels in 1916, to 60,145,000 in 1917. Seventy-five million should be the most this year.

The Government has issued a bulletin for farmers, advising them to remove wheat dockage on the farm. This brings us close to the millennium.

Tiling of wet soils and broader use of fertilizers will be important features of crop extension this year. They should prove profitable sidelines for elevators.

The Food Administration has been for two weeks keeping a steady stream of corn moving to ocean terminals for export. The corn movement is slowly catching up to the demand.

A considerable industry has been developed of drying corn on the cob. Converting plants designed for one purpose to serve other needs is becoming America's most popular pastime.

A bill was recently introduced into Congress, to create a Grain Standards Board, made up of representatives, one from each of the wheat producing states. This Board would fix the standards for the various grains each year according to the conditions of the crop. It is hoped that before the bill is passed it will be amended so that each member will have to leave all firearms, clubs,

razors and other weapons outside the board room during the sessions.

The anniversary issue of Liberty Bonds goes on sale April 6. This time we must dig deep. The more money we give in 1918 for war purposes, the less we shall have to give in all the years to come.

Spring wheat seed is being sold by the Food Administration at Minneapolis for \$2.31. This is a fair price and not as much above merchandise price for the grain as is often asked in normal years.

The hay situation is getting acute and is receiving the attention of railroad officials. There is much baled hay to be moved and danger of heavy spoilage unless it is marketed before warm weather sets in.

Spring wheat will be grown over a larger area this summer than ever before. Even Texas is planning on a big acreage. A Southern-grown hard spring ought to retain as much gluten as the average hard winter.

No single agricultural activity has had the attention that seed corn is receiving now. With so much talent and labor concentrated on the project, it cannot fail. Grain dealers do not need to be urged to co-operate. It is next year's bread and butter.

With grain mixtures in wheat of as great or greater value than the wheat itself, some basis for a fair remuneration for dockage seems necessary. At present prices the terminal elevators would be glad of all the barley dockage they could get.

The Terminal Elevator Grain Men's Association has undertaken to organize the corn drying facilities of the country so that the grain can be moved to best advantage. Such an organization as this newly formed association has opportunity for much constructive work in the present crisis.

A water rate of \$3.50 per ton for wheat from the Pacific Northwest to the Eastern Seaboard, puts Seattle and other Western terminals on a parity with Chicago. Western papers have announced a change of wheat prices to conform to this parity, but official notice of such change has not been received.

Do you know that many kinds of machinery are difficult to obtain and that there is a better demand now for second hand material than was ever known before? If you have any machines, belting, shafting or other gear that you are not using, an advertisement in our classified columns will bring surprising results.

A machine making 100 per cent separation between wheat and wild pea seeds is said to have been invented by Carl Ulrich of Lake Crystal, Minn. Now if someone will please step forward with a wheat and rye separator the trade will receive him with open arms. Wild pea seeds have made much trouble in some localities and Mr. Ulrich is to be congratulated.

J. W. BRYAN
Peoria.

NEWS OF THE TERMINAL MARKETS

A. E. RUST
Cairo.

NEW EQUITY EXCHANGE

The National Board of the Farmers' Society of Equity at a recent session in St. Louis, Mo., decided to locate an exchange either at St. Louis or Chicago where farmers in tributary territory might market their products on a co-operative basis.

TO IMPROVE THE WHEAT CROP

A movement is on foot at Washington, D. C., inaugurated by legislators from the wheat growing states, for the creation of a new wheat grade above that of No. 1 Northern. It is contended that under existing grain standards and prices, the farmer has no incentive to improve the quality of his grain, which can be accomplished by permitting him to obtain competitive prices for his crop.

BUYERS MUST SHOW NEED OF GRAIN

The directors of the Minneapolis Chamber of Commerce have taken steps to prohibit speculation in cash grain. In future, buyers must have a bona-fide order when purchases are made. The market has been the scene of late of much profiteering in barley and rye, and the new restrictions are designed to prevent buying by those who do not want the cash grain for legitimate use and thus check, if possible, the large advances in prices.

"CALL RULE" IS DECLARED LEGAL

Early in March the United States Supreme Court made a decision on the "Call Rule" for grain "to arrive," established in 1906 by the Chicago Board of Trade, declaring it to be not in restraint of trade under the anti-trust law.

Representatives of the Chicago Board of Trade showed that the rule, which was abrogated after the Government's suit was filed in 1913, increased instead of decreasing competition. Injunctions issued by Federal District Judge Landis restraining the rules operation, were set aside.

BETTER DEFINITIONS DESIRABLE

In commenting on the Government estimates of reserves on the farms March 2 Pope & Eckhardt Company of Chicago say: "The report further adds that merchantable corn, namely, high medium grade in the last crop was 1,905,723,000 bushels. The term 'high medium grade' could be defined and be much better understood by the trade if this percentage, or volume of so-called merchantable corn was based on its quality when properly seasoned, and its fitness then to be classed as one of the numerical grades defined in the Government standard for grading of corn. A rough guess on what is intended by this term 'high medium grade' would probably in most instances be construed as corn matured so that it would keep in average cribs and good enough in quality to pass into the No. 3, or higher grades."

THE 1917 AND 1915 QUALITY CORN CROPS

E. W. Wagner & Co., Chicago, Ill., say in market letter, March 12:

"The 1915 famed soft corn crop nicely outlasted the 1915-16 season. The 1915 and 1917 crops furnish an interesting comparison. Basis of their respective qualities and March reserve bulk supplies—the 1917 crop should outlast the current season in fair style.

"The 1916 March 1 seven surplus states report showed 601,000,000 on farms against 780,000,000

March 1, 1918. The current increase of 179,000,000 is offset by a general quality that seems to be around 20 per cent below the spring of 1916. At 780,000,000 March 1, 1918, the reserves in seven surplus states are around record proportions.

"By deducting the March corn reserves from the total crop a fair view of corn consumption November 1 to March 1 is obtained. The 1915-16 consumption thus ran about 1,916,000,000 versus 1,867,000,000 for 1917-18. From this angle the poor 1917 corn crop has fed out excellently (as also shown by the 230-pound hogs) and the staying keeping qualities of the crop may yet prove a final surprise."

SOMEWHERE IN FRANCE

To very many fathers, mothers and friends in the United States, the news of the sinking of the transport *Tuscania* at 7 o'clock on the evening

HARRY E. PETERSON
A "Tuscania" Survivor.

of Tuesday, February 5, occasioned the deepest anxiety and concern. It was the first boat carrying American soldiers across the Atlantic, to be found by the fatal explosives of a German submarine, and surely the gravest apprehensions may be felt when news of so great a disaster is received. Fortunately, the list of casualties on this occasion were not great and the majority of the soldiers on the ill-fated vessel were picked up by fishing vessels or otherwise landed on the North Irish Coast. Among these was Harry E. Peterson.

Mr. Peterson, is the son of H. H. Peterson, president of L. Bartlett & Son Company of Milwaukee, Wis., one of the oldest and most favorably known grain firms on the Milwaukee Chamber of Commerce. Harry is 23 years of age and enlisted in the 107 Engineers' Battalion in May. He spent three months in training at Camp Douglas, four months at Waco, Tex., and sailed for France on the *Tuscania*.

There is no question of the high standard of young men fighting under the United States flag in France. Young Peterson looks a soldier and a

winner—every inch of him. With an army made up of such men there can be no doubt of the outcome; Uncle Sam has never lost a war.

WILL PADDLE THEIR OWN CANOE.

The membership of the Grain and Hay Exchange of the Cincinnati Chamber of Commerce, Cincinnati, Ohio, by a two-thirds vote recently dissolved its connection with the parent body, to take effect April 1. The members also decided to incorporate and procure a charter for operation of a commercial exchange under the laws of Ohio and will have their own weighing and inspection departments.

The recent election of directors resulted in the choice of E. B. Terrill, W. A. Van Horn, John E. Collins, Jr., C. S. Custer, E. A. Fitzgerald, Elmer H. Heile, W. R. McQuillan.

CHANGE IN CONTRACT GRADES

A special committee from the Chicago Board of Trade, Chicago, Ill., recently formulated new rules to govern trading in corn. Under these rules No. 3 mixed and No. 4 mixed corn, containing not more than 15½ per cent moisture is the contract grade No. 4 white, and No. 4 yellow brings 1 cent premium; No. 3 white and No. 3 yellow 1 cent premium; No. 1 and 2 mixed 3 cents premium; No. 1 and No. 2 white and yellow 4 cents premium; No. 5 white and No. 5 yellow, 4 cents discount; and No. 5 mixed 5 cents discount. It was alleged that owing to the poor quality of corn this season the change would be of great assistance both to buyers and sellers. The rules will be effective May 1.

CHANGES IN MEMBERSHIP

Baltimore.—Geo. P. Hager and G. Schiaffino have been admitted to membership in the Chamber of Commerce. The membership of Harry Fahnestock has been transferred. Reported by Secretary Jas. B. Hessong.

Chicago.—New members on the Board of Trade are: Douglas N. Stevens, Bowne S. Koehler, Lewis C. Dillon, Herman H. Fraser, Edw. J. Bawlf, John F. Jenkins and Herman B. Stotze. The memberships of the following have been transferred: Julian A. Ripley, Wm. E. Ward, Arthur M. Lucius, Est. of Chas. R. Clark, Thos. J. Prindiville, Wm. J. Scott, Walter Lyon. Reported by Secretary John R. Mauff.

Duluth.—J. W. Galvin has been elected to membership in the Board of Trade. G. P. Harbison has withdrawn from the same organization. Reported by Secretary Chas. F. McDonald.

Kansas City.—W. W. Young was admitted to the Board of Trade on the transfer of John I. Glover. Reported by Secretary E. P. Bigelow.

Milwaukee.—Memberships in the Chamber of Commerce have been granted to M. W. Smith, L. E. Brown, E. L. Glaser, Chas. C. Flanley and S. Brozoskowski. Clinton B. Fisk, John C. Peshorn, A. Huebschmann and Hubert Karl have had their memberships transferred. Reported by Secretary H. A. Plumb.

St. Louis.—The following were recently admitted to membership in the Merchants Exchange: L. A. Hofmau, Hofmau Bros. Produce Company; A. F. Rhoads, Armour Grain Company; Dick O'Bannon, The O'Bannon Company, Claremore; Okla.; John G. Longmire, Powell & O'Rourke Grain Company; Warren M. Chandler, National Bank of Commerce, in St. Louis; Oliver J. Wright, Morton & Co.; W. A.

Mitchell, Whitaker & Co. Reported by Secretary Eugene Smith.

Toledo.—John W. Luscombe, with Southworth & Co.; Joseph A. Streicher of J. F. Zahm & Co.; Paul M. Barnes, with The Young Grain Company, and C. E. Patterson, with J. Wickenhiser & Co., were elected to membership in the Produce Exchange. Reported by Secretary Archibald Gassaway.

WILL CO-OPERATE WITH OUR GOVERNMENT

The Terminal Elevator Men's Grain Association has tendered the use of its driers, with capacity of 2,000,000 bushels daily, to the Food Administration for a period of three weeks for drying corn to a basis of 16.5 per cent moisture test for shipment to Europe. Commencing early in March the Wheat Export Company announced it needed 750,000 bushels of corn daily during the period named, and until this amount was secured other industries wanting corn were obliged to secure a permit for it from the Food Administration.

The Terminal Elevator Men's Grain Association was organized late last month at Chicago for the object of co-operating with our Government and the Food Administration for economic buying, handling and distribution of our country's grain by making available our terminal elevator facilities for that purpose. G. F. Ewe of the Van Dusen Harrington Company, Minneapolis, Minn., is president of the organization and C. B. Pierce of Bartlett, Frazier Company, Chicago, Ill., vice-president.

COARSE GRAINS NEED CHANGE!

C. A. King & Co. of Toledo, Ohio, says that "Present system of trading is undesirable. Artificial maximum on corn has been failure. 'Made in Germany' weather queered it. If corn had matured properly our coarse grain troubles would have been little ones. Futures should mean actual delivery. Many feeders and buyers like to anticipate their requirements. This provides farmers with a demand when they are the most anxious to sell. It builds up large terminal elevator stocks, helps to stabilize prices and furnishes a supply when farmers are busy. Farmers must be accommodated when they have the time and wish to sell. Quality of present crop is poorest ever known, only 60 per cent merchantable. Seed corn is selling at fancy prices and the crop next year may be a serious problem. Corn was not moved in season and farmers will be heavy losers. That tends to discourage them from making greater efforts. Farm reserves are almost the largest ever known. There has been no accumulation in the show windows. It is late to accumulate stocks now as farmers are busy with their spring work."

FUTURE TRADING OFTEN MISUNDERSTOOD

Southworth & Co., of Toledo, Ohio, have the following to say on future trading and higher prices in recent *Weekly Market Review*: "Future trading is often misunderstood, even by some of the trade. Futures do not necessarily mean higher prices. They often mean lower prices than when no future trading is done. Futures tend to spread out demand and equalize it over a longer period. Take barley for instance. Prices have skyrocketed. They are highest since 1868. But there is no future trading in barley.

"Large users who are in the market for barley for some months to come, have had to protect themselves and assure future supplies by making large cash purchases. In future market the same amount of buying of futures would have only a minor effect on prices. Future market also provides for hedging by cash holders, and those sales tend to offset advances due to buying.

"Those who argue that dealers in commodities other than grains, get along without a speculation market, appear to forget that such dealers work on a much wider margin than the grain dealer, who works on smallest margin of dealers in any commodity."

E. W. Wagner & Co. of Chicago display a service flag in the vestibule of their general offices which contains 19 stars.

TERMINAL NOTES

E. F. Leland of Ware & Leland, Chicago, Ill., is taking a short vacation in California.

J. B. Tooms, leading grain merchant of Moncton, N. B., was recently elected mayor of the city.

G. Fred Obrecht has succeeded his father P. Frederick Obrecht in the hay, grain and feed business at Baltimore, Md.

A. B. Harlan, with Lamson Bros. & Co., Chicago, Ill., was a visitor on a number of Eastern grain exchanges early this month.

E. J. Stout has purchased the interest of his partner, George R. Rogers, in the Jobbers Brokerage Company of Clarksburg, W. Va.

J. C. Clure who has been for a number of years with G. C. McFadden Grain Company of Peoria, Ill., has gone with J. A. McCreery & Co.

James H. Rawleigh, recently of Nash-Wright Grain Company of Chicago, Ill., has become associated with the grain firm of Perry, Price & Co., Chicago.

F. G. Olson, manager of the Western Grain Company of Denver, Colo., returned home early in March from a trip to Kansas City and points in the Southwest.

The Minneapolis Grain Commission Merchants' Association acted as host to the Farmers' Grain Dealers Association at a dinner in Minneapolis late in February.

Paul Fryer, until recently with the Peoria office of E. Lowitz & Co. of Chicago, Ill., has accepted a position in the Galesburg office of Lamson Bros. & Co. of Chicago.

Edinger & Co. of Louisville, Ky., grain dealers, and jobbers and manufacturers of feeds announce that they will add the handling of seed corn to their other lines.

The Ballard Corn Mills of Louisville, Ky., have incorporated with an authorized capital stock of \$250,000. The incorporators are C. C. Smith, F. E. Hays, and K. Arnett.

J. Murdoch Dennis, vice-president and treasurer of Dennis & Co., Inc., grain merchants of Baltimore, Md., was recently appointed an ensign in the United States Navy.

Ed. P. Smith, who has been for a number of years past attorney for, and a director of the Omaha Grain Exchange, is spoken of as people's candidate for mayor of Omaha.

Edward S. Sheehan of the Chicago office of Logan & Bryan is now manager of Blackstone Hotel branch of the company, succeeding Oliver C. Cleave who has been transferred to New York.

The Hayes Grain & Commission Company of Little Rock, Ark., having a capital stock of \$100,000, has been granted a permit to do business in Texas with headquarters at Fort Worth.

James Mattimore, well known broker on the Produce Exchange of Toledo, Ohio, has succeeded John Steuer in the management of the Toledo branch of Harris, Winthrop & Co. of Chicago.

H. P. Cox, grain dealer of San Francisco, Cal., lost his license recently for the period of the war, by order of the Food Administration, for his failure to make delivery of rice sold last June.

George Otis, who has been connected for the past 10 years with King, Farnum & Co. of Chicago, Ill., has associated himself with E. Lowitz & Co. who have their general offices in the Rookery Building.

J. Carroll Fahey of the well known grain receiving and exporting firm of John T. Fahey & Co., of Baltimore, Md., was recently elected a member of the corn committee of the Baltimore Chamber of Commerce.

C. M. Boyce, superintendent of the Western Weighing Bureau at Minneapolis, Minn., has been appointed traffic superintendent for the United States Food Administration Grain Corporation at Minneapolis.

J. F. Vincent of the grain firm of Smith, Vincent & Co. of St. Louis, Mo., has purchased the interest of C. W. Smith in the business and has incorporated under the old firm name. J. V. Smith who

has managed the Omaha branch for the company has been succeeded by C. S. Milledge who has been associated with the Omaha office for some time.

The Donahue-Stratton Company of Milwaukee, Wis., which operates the St. Paul Elevator "A" has acquired a half interest in the lease of the Rialto Elevator, owned by the Chicago & Northwestern Railroad.

The firm of MacLennan Bros., of Winnipeg, Man., has defaulted in contracts, and licenses granted to F. B. MacLennan, trading under that name as a grain commission merchant and track buyer have been canceled.

The McMillen-Kimmel Company of Fort Wayne, Ind., has incorporated with a capital stock of \$30,000 to operate grain elevators and flour mills. Incorporators are D. W. McMillen, W. G. Kimmel, and J. W. McMillen.

During February the Chicago Board of Trade Signal Corps School graduated 101 men and turned them over to the Government. R. J. Mansfield is chairman of the Board of Trade Committee which is at the head of the school.

The Marshall Hall Grain Company of St. Louis, Mo., recently sold the largest car of corn ever reported on that market. It weighed 120,210 pounds. The corn graded No. 4 white and at the sale price of \$1.95 per bushel brought \$4,185.67.

Clarence Woolman of the grain and hay firm of S. C. Woolman & Co. of Philadelphia, Pa., who has filled the position of hay buyer at Philadelphia for the Government has been transferred to Chicago where he will act in a similar capacity.

Rate of interest for March was fixed by the finance committee of the Chicago Board of Trade at 7 per cent, a record rate. This applies to drafts made on grain to arrive and the higher rate was said to be due to the tight money situation.

C. E. Lockerby of the Benson-Stabeck Company, Minneapolis, Minn., was recently elected a member of the Board of Arbitration of the Minneapolis Chamber of Commerce to succeed A. J. McCaull, who was elected a director of the organization.

James A. Patten of Bartlett Frazier Company, Chicago, was the acting president of the Chicago Board of Trade the first part of March, during the absence of President White who was in Washington in conference with the heads of Food Administration.

S. J. McCaull, secretary of the McCaull-Dinsmore Company of Minneapolis, Minn., was recently elected a director of the Minneapolis Chamber of Commerce to fill the vacancy caused by the resignation of J. B. Gilfillan, Jr., who is now with the army in France.

Second Lieutenant Joseph L. Canby, son of Caleb H. Canby, former president of the Chicago Board of Trade, was recently decorated by Premier Clemenceau in France with five other American soldiers for bravery in resisting the attack of German raiders.

A. E. Reynolds of the Crabbs, Reynolds, Taylor Company of Crawfordsville, Ind., was in Washington, D. C., the first part of March looking after the interests of the grain dealers and millers of Indiana with the view of securing needed cars to move grain.

The J. H. Teasdale Commission Company, Mason Haupe Grain Company and Powell & O'Rourke of St. Louis, Mo., have each a grain drier in process of building. When these are complete St. Louis will have a capacity for drying about 55,000 bushels of moist corn daily.

William L. Hoptig, well known in the cash grain trade of the Chicago Board of Trade has been appointed first lieutenant of Private Supply Company, Third Regiment, Illinois Reserve Militia and assigned as battalion adjutant by command of Governor Lowden.

The annual report of the Quaker Oats Company of Chicago, Ill., for the year ending December 31, showed the largest earnings in the company's history. Gross earnings were \$5,211,752, compared with

\$3,991,313 in 1916. The total surplus at the end of the year was \$10,547,045.

The American Cotton & Grain Exchange has incorporated under the laws of New York and secured a building at 73 Wall Street, New York, where it will be established for business May 1. J. C. Cooper is president of the organization and memberships are being offered at \$500 each.

In order to accommodate the Food Administration Grain Corporation which requires more space at Minneapolis, Minn., Randall, Gee & Mitchell Company have removed from the Flour Exchange Building into Rooms 516 to 522, which they will retain until the termination of the war.

The Ryer Grain Company of Seattle, Wash., has opened an office in 709 Board of Trade Building, Portland, Ore., with E. F. Ryer, president of the company, in charge. The Spokane branch is in charge of W. A. Ryer, while the home office at Seattle has A. A. Ryer at its head.

The Elmore-Schultz Grain Company, well known grain firm with offices in 433 Pierce Building, St. Louis, Mo., has incorporated with capital stock of \$75,000 fully paid. Incorporators are Alex C. Harsh, Jas. K. Polk, John H. Herron, John Schultz, V. C. Elmore, John V. Beggs, W. J. Sinclair.

At the annual election of the Chicago Board of Trade Fellowship Club held March 8, Frank Ryan was elected president; Tom Byrne, vice-president; John M. Sheeren, secretary and treasurer. Directors chosen were: John Spellman, George Herve, Tom Costello, Max Burchbinder, and Arthur Flynn.

The directors of the Chicago Board of Trade, late in February adopted a resolution, "that all opinions or advice, expressed or implied, as to the probable course of the market for corn, oats or provisions for future delivery, in market letters or on the wires, public, private or telephone be discontinued until April 1, 1918."

The Hipple Grain Company has been organized at Kansas City, Mo., to carry on a general grain business. F. W. Hipple, head of the concern, was recently with the Warwick Grain Company of Kansas City and has as his associates, his brother, G. C. Hipple, and nephews, Eugene and F. J. Hipple. Offices are in the Glover Building.

It is announced that pursuant to an amendment to their articles of incorporation the authorized capital stock of the old German Grain Company of Sioux Falls, S. D., has been increased to \$150,000 and the name changed to the Globe Grain Company, under which title the business of the company will hereafter be conducted. The main office of the company is in the Security Bank Building. W. J. Buttschau is president and J. A. Grisdale, secretary.

President A. Stamford White of the Chicago Board of Trade has appointed the following special committee to solicit subscriptions to the third Liberty Loan: E. A. James, Joseph Simons, R. A. Schuster, Edward Hymers, John D. McDougal, A. V. Booth, Chas. F. Hanson, F. A. Paddleford, J. P. Mackenzie, J. H. Scoville, C. W. Hohenadel, J. W. Griffin, J. M. McLean, W. L. Gregson, Samuel Wolff, A. G. Delany. It is desired that members of the Board subscribe through this committee or notify the committee of individual subscriptions so that the Board will receive due credit for its work in the cause of its country.



From Zahn's Red Letter, Toledo, Ohio.

Ned J. Kessler, Northwestern representative of the Milwaukee Bag Company of Milwaukee, Wis., has removed his offices into new, larger quarters at No. 324 Fourth Avenue, South, Minneapolis, Minn.

G. H. Taylor has succeeded C. A. Fitch as manager of the Minneapolis office of the Howe Scale Company of Illinois. Mr. Taylor is well and favorably known in the business circles of Minneapolis and the Northwest and has filled the position of assistant manager of the Minneapolis office for the past 20 years.

The Anglo-American Mill Company, of Owensboro, Ky., which a few weeks ago increased its capital stock from \$750,000 to \$1,000,000, has again filed amended articles, increasing the capital to \$1,250,000. The amendment was signed by L. Freeman Little, president; R. S. Hughes, W. L. Reno, J. J. Rodman, Lawson Reno and C. A. Rogers.

Our first page article in this issue is unique in that it illustrates and describes what is considered the longest grain conveyor gallery ever built. Very many obstacles were met with and overcome in its construction and its success was fully demonstrated when the belt was stopped and reversed, without any difficulty whatever with a full load. Due credit must be given also for the machinery for such a conveyor which was furnished by the Webster Manufacturing Company of Tiffin, Ohio.

The Wolf Company of Chambersburg, Pa., is calling the attention of the grain trade quite particularly to its line of corn milling machinery, cereal plants, and feed mill outfits. They make the general claim that the use of Wolf machines eliminates waste and thus conserves our food supply. They base the claim on testimonials from grain dealers and millers in all sections who operate Wolf corn and feed mills and further offer to send full information on these subjects to all interested parties.

The Bauer Bros. Company of Springfield, Ohio, in recent advertisements ask a few pertinent questions of the elevator operator. Among these are: "Are you getting everything possible out of your raw material?" and "Are you using more power and lubricants on present equipments than the Bauer machines would?" They announce that their service department is ready at any time to take up these, and other relative questions, with the elevator owner with the view of placing his feed grinding department at its highest state of efficiency.

By a process of inductive reasoning which the learned say is arriving at a particular fact from general principles, the Weller Manufacturing Company of 1856 North Kostner Avenue, Chicago, arrives at the conclusion in a recent announcement that the dealer whose elevator is equipped with Weller-made machinery has nothing to worry about. There are a great many elevator operators who require no proof of that fact, accepting it as granted. They also attest the gratification experienced by having machinery which has been found dependable under all kinds of stress and all kinds of circumstances.

A recent issue of *Graphite*, the house organ of the Joseph Dixon Crucible Company, Jersey City, N. J., shows the Great Eastern Elevator, Buffalo, N. Y., and the elevator and steel tanks of the Pioneer Steel Elevator Company, Minneapolis, Minn., both of which are protected by Dixon's Silica-Graphite Paint. On the former this paint has given eleven years service and on the latter the paint has been on since 1912 and it has not yet been found necessary to repaint. On account of the size of such structures the paint is subjected to more severe conditions than when used on surfaces better protected from the elements. On elevators the damp grain dust which is deposited on the surfaces is especially conducive to corrosion unless the paint is of the highest quality. It is a satisfaction to the user to

know that no matter how high the cost of raw materials will go, the Dixon Company state they will not use any pigment other than its unrivalled Silica-Graphite and the best boiled linseed oil obtainable.

The Hess Warming and Ventilating Company of Chicago, Ill., is filling orders for Hess Grain Driers as fast as received, but a recent sale seems to break the record. The Nebraska Corn Mills of Lincoln, Neb., ordered by wire a No. 3 Hess Drier for their mill at Firth, Neb. The wire was received at 4 p. m., March 5, and the drier was loaded onto car ready for shipment before 10 o'clock the following morning.

An announcement contained in the first detailed survey of the nation's road building plan issued by officials of the Touring Bureau of the B. F. Goodrich Rubber Company of Akron, Ohio, who have been in contact daily for two months, with highway commissioners of the states, is to the effect that the combined forces of the Government, states and counties, will spend for highway improvement in 1918 the amazing total of \$263,096,610. This news will be appreciated by the grain trade as all work of this character facilitates deliveries of grain to the country elevator. Very frequently at state conventions of grain dealers a part of the program has been given over to a speaker on good roads, and the grain trade has gone on record very many times, as favoring improvement of our national highways.

WHEAT PRICE PROCLAMATION

On February 21 President Wilson by proclamation set the price for the 1918 wheat crop to conform to the prices now in effect. The order was as follows:

Now, therefore, I, Woodrow Wilson, President of the United States, by virtue of the powers conferred upon me by said act of Congress, and especially by Section 14 thereof, do hereby find that an emergency exists requiring stimulating of the production of wheat, and that it is essential that the producers of wheat produced within the United States shall have the benefits of the guarantee provided for in said section; and, in order to make effective the guarantee by Congress for the crop of 1918 and to assure such producers a reasonable profit, I do hereby determine and fix, and give public notice of reasonable guaranteed prices for No. 1 Northern spring wheat and its equivalent at the respective principal primary markets as follows, to-wit:

Chicago, \$2.20 per bushel; Omaha, \$2.15; Kansas City, \$2.15; St. Louis, \$2.18; Minneapolis, \$2.17; Duluth, \$2.17; New York, \$2.28; Philadelphia, \$2.27; Baltimore, \$2.27; Newport News, \$2.27; Charleston, S. C., \$2.27; Savannah, Ga., \$2.27; Portland, Ore., \$2.05; Seattle, Wash., \$2.05; San Francisco, \$2.10; Los Angeles, \$2.10; Galveston, \$2.20; New Orleans, \$2.20; Salt Lake City, \$2; Great Falls, Mont., \$2; Spokane, Wash., \$2; Pocatello, Idaho, \$2; Fort Worth, Texas, \$2.09; Oklahoma City, \$2.05; Wichita, Kan., \$2.08; and that the guaranteed price for the other grades established under the United States Grain Standards Act approved August 11, 1916, based on said price for No. 1 Northern spring wheat at the respective principal primary markets of the United States above mentioned, will assure the producers of wheat produced within the United States a reasonable profit; the guaranteed prices in the principal primary markets above mentioned being fixed by adopting No. 1 Northern spring wheat or its equivalents at the principal interior markets as the basis.

For the purposes of such guaranty only I hereby fix the guaranteed prices at the respective principal primary markets above mentioned for the follow-

ing grades of wheat, to-wit: No. 1 Northern spring, No. 1 hard winter, No. 1 red winter, No. 1 durum, No. 1 hard white. The guaranteed prices at the respective principal primary markets aforesaid of all other grades of wheat established under the United States Grain Standard Act approved August 11, 1916, shall be based on the above guaranteed prices and bear just relation thereto.

The sums thus determined and fixed are guaranteed by the Government of the United States at the respective principal primary markets of the United States above mentioned, to every producer of wheat of any grade so established under the United States Grain Standards Act, upon the condition that said wheat is harvested in the United States during the year 1918 and offered for sale before the 1st day of June, 1919, to such agent or employe of the United States, or other person as may be hereafter designated, at any one of the above-mentioned cities which are, for the purposes of this act, hereby declared to be the principal primary markets of the United States, and provided that such producer complies with all regulations which may be hereafter promulgated in regard to said guaranty by the President of the United States.

SUPPLIES FOR THE AMERICAN ARMY ABROAD

BY FELIX J. KOCH.

Hardly a railroad leading to either ocean,—and especially the roads leading to the Atlantic Coast,—but has its sidings crowded with cars, bearing Uncle Sam's tag showing contents intended for the forces



CAR OF HAY WITH ARMY TAG

abroad. To copy from the one taken in the picture,—on a car at moment "somewhere in south Ohio,"—the card is of tan, with printing in black, and a blue stripe running from top to bottom of this:

"Contents . . . Hay.

"Destination: Quartermaster, Am. Expeditionary Forces in France.

"Via: U. P. to K. C., C. & K. to St. L.; Penn. to Cinti.; C. and O. to Newport News.

"Date of Shipment: (Month deleted) 10-3-17.

"Consignor: Capt. Fred J. Harman"

it reads.

At top, then, is the legend:

"U. S. Army, Quartermaster Corps Supplies."

It represents an interesting vignette of shipment to what is, in essence, Uncle Sam's transport service,—the Government's wartime phase of the merchant marine.

TRAPDOORS TO RELEASE GRAIN IN CASE OF FIRE

An excellent suggestion for saving wheat and other grain in country elevators in the event of fire has been made by T. A. Monaghen, of Faith, South Dakota. The idea is simple. Each bin for grain is provided with a trapdoor in the outer wall of the building, so arranged that in case of fire the door could be pulled open and the grain allowed to run out on the ground. By quick, cheap alterations to many existing elevators, Mr. Monaghen believes, it would be possible to save much grain now lost in fires. He is a builder of grain elevators himself, and makes this suggestion in the public interest.

CINCINNATI

K. G. GRAIN - - CORRESPONDENT

AS a result of dissatisfaction by Cincinnati grain and hay men with the control by the Chamber of Commerce of the local facilities for weighing and inspecting grain and hay, the Grain and Hay Exchange of the Cincinnati Chamber of Commerce was on March 6 formally dissolved, preliminary to the organization of a new Cincinnati Grain and Hay Exchange. The latter has taken out articles of incorporation, and is proceeding to conduct business for the convenience of its members, without interruption or difficulty.

This action followed a request by the grain men that the Chamber permit them to control the weighing and inspecting departments of the Chamber, which are used almost exclusively for grain and hay; but a majority of the board of directors of the Chamber, following the recommendation of a majority of the Grain and Hay Committee of that body, refused to accede to this request, indicating that in its opinion the weighing and inspection work "should, for the good of all, be under the auspices of some organization other than that of buyers and sellers."

The implied suspicion thus conveyed is entirely without warrant, as Secretary Schuh, of the Grain and Hay Exchange, pointed out, inasmuch as all inspectors must now be licensed by and act in effect as agents of the U. S. Government, which thereby assumes responsibility for the accuracy and correctness of the transactions covered.

Complete Government inspection of all grain and hay was, in fact, recommended by President Fitzgerald, for the purpose of doing away with any inspection by agents other than those of the Government. As indicated, the Chamber of Commerce refused to accede to the views of the grain men, although expressing its willingness to renew the arrangement under which the Exchange has for more than a year been entitled to the exclusive use of a large part of the trading floor in the Chamber. But, while the Exchange desired the use of the trading floor, it did not desire it enough to withdraw its objections to continuing under the former system of inspection and weighing; and the Exchange accordingly decided unanimously to form an independent organization.

In pursuance of this action, Messrs. E. A. Fitzgerald, E. B. Terrill, Elmer H. Heile, C. S. Custer, W. A. Van Horn and John E. Collins, Jr., promptly incorporated the new Exchange, with a capital stock of \$10,000, authorized to perform all necessary functions for the conduct of the business of its members; temporary quarters were secured in the Carew Building, with Secretary D. J. Schuh in charge, and without a hitch, the secession of one of the most important and active subsidiary bodies of the Chamber of Commerce of Cincinnati was effected. Pending securing other trading quarters, an arrangement has been effected by which the grain men continue to use the trading floor of the Chamber, as they remain individually members of the Chamber, the sole effect of the steps indicated being the dissolution of the Grain and Hay Exchange of the Chamber.

Until 1910 the Exchange was merely a separate business organization, all of its business being transacted directly through the machinery of the Chamber of Commerce. In 1916, however, the members feeling the need of separate and independent facilities to care for the city's growing business in grain

and hay, an arrangement was arrived at by which an exclusive trading floor was established, to which only members of the Exchange were admitted; and this arrangement existed all through 1917. Complete control of the weighing and inspection bureaus was felt to be a necessary step in the development of the Exchange, and a difference of opinion on this subject led to the arrangement described, by which the new and independent Cincinnati Grain and Hay Exchange has been formed.

The Exchange consists of 105 members, of which 69 are firms and 36 clerks. D. J. Schuh was recently made executive secretary of the Exchange and Samuel S. Reeves, traffic manager, and both remain in those positions under the new arrangement.

* * *

At the annual meeting of the Grain and Hay Exchange, held on February 23, the principal business, as usual, was the election of officers and directors, although the plans for the independent organization of the trade tended to cast this important business into the background. The election resulted in President E. A. Fitzgerald, who has had a most successful and progressive administration, being retained in that position. Directors were elected as follows: E. B. Terrill, W. A. Van Horn, John E. Collins, Jr., E. A. Fitzgerald, Elmer H. Heile and W. R. McQuillan. The directors elected, besides President Fitzgerald, the following officers: Vice president, E. B. Terrill; secretary and treasurer, C. S. Custer; executive secretary, D. J. Schuh; traffic manager, Sam Reeves.

O. F. Phillips, government supervisor in the Cincinnati district, was one of the principal speakers of the evening, giving the members the flattering information that of the 36 grain market districts in the country, the Cincinnati district is among the first four in its promptness in complying with the Grain Standards Act. President Fitzgerald reported that under the recently-established hay-plugging system hay receipts had increased at the rate of 100 per cent. Large increases in wheat receipts were also reported. The Exchange voted to exempt from all dues during the period of the war those entering military or naval service, and to display a service flag in honor of its members in any branch of the service. A dinner at the Hotel Gibson accompanied the meeting.

* * *

D. J. Schuh, for a long time secretary of the Grain and Hay Exchange of the Chamber of Commerce, and also private secretary to C. R. Hebble, executive secretary of the Chamber, has been regimental sergeant-major of Cincinnati's fine regiment of Home Guards, a fully-organized, uniformed, armed and equipped body of over 2,000 men. Following his election as executive secretary of the Grain and Hay Exchange, however, and his consequent resignation as private secretary to Mr. Hebble, his increased duties made it necessary for him to present his resignation as regimental sergeant-major, and he regretfully left the service, in which he has done excellent work.

* * *

At the recent annual meeting of the Early & Daniel Company a dividend of 6 per cent on the salary of each employe was decided upon, and the formal distribution of the handsome sums resulting from this allowance was made at an evening party which the company gave to its force at the Hotel Sinton. A dinner, musical program and dance rendered the evening very enjoyable.

* * *

C. B. Murray, for many years prominent among the grain men of Cincinnati, having been the original publisher of the *Cincinnati Price Current*, and more recently active as a statistician, died at his home in Cincinnati on March 5, at the advanced age of 81 years. Mr. Murray was known in many

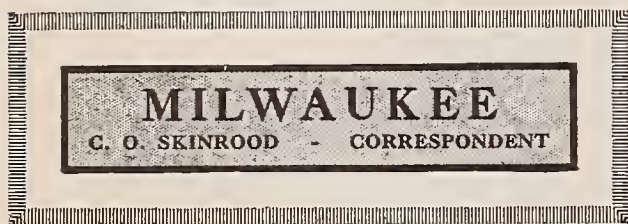
parts of the world through his expert statistical work dealing with grain crops. He had been connected with the Chamber of Commerce in various capacities for over 50 years, and as far back as 1881, in appreciation of his services to the business world in general and of Cincinnati in particular, he was presented with a purse of \$1,000 to be used in a trip around the world, which he took. One of the most prominent connections in which his ability was recognized was following the presidential election of 1896, when he was close to appointment as Secretary of Agriculture in the McKinley cabinet. Children of two marriages survived Mr. Murray.

* * *

Edward Hemes, who has been active in the Cincinnati grain trade with H. W. Brown & Co., dealers, left recently for Ft. Oglethorpe, Ga., to take up military duties. On the occasion of his departure he was given a practical token of the regard in which he is held by members of the trade in the shape of a wrist watch, which was presented to him the day before he left.

* * *

By means of motions to quash the indictments returned against the company in the United States District Court, the Ferger Grain Company, of Cincinnati, has attacked the constitutionality of the law under which the indictments were laid. The use of bills of lading under the Interstate Commerce Act is involved, the company's legal counsel taking the position that the acts charged in the indictments could not constitute interstate commerce if, as charged, the bills of lading involved were fictitious. The Government contends that the act properly extends to regulation of the use of bills of lading, and to punishment for their forgery.



THE Milwaukee Chamber of Commerce has shown extraordinary activity in the sale of War and Thrift Stamps, largely because of the ardent patriotic tendencies of President H. W. Ladish and the other officials of the Chamber who pride themselves on their 100 per cent loyalty. Total stamp sales to date have been about \$27,000 and the buying of stamps continues daily.

* * *

Milwaukee maltsters are accepting cheerfully the restrictions laid down by the Federal Food Administration. Maltsters cannot buy more than 70 per cent of their barley capacity, but they can substitute corn for barley and make 140 pounds of malt.

* * *

Food Administrator A. T. Van Scoy for Milwaukee County is sending out repeated warnings that it will be needful to make greater conservation of wheat if the state is to be fed up to the time the next food crop will be available. Mr. Van Scoy maintains that the wheat will not only be scarce, but that it is more than likely that an actual wheat famine may be encountered within the next three months. He states that it is very hard to get the people to believe that wheat is going to be so scarce, hence there is some reluctance about going the limit in the way of saving. The country will actually be without wheat flour, he adds, unless drastic steps to save wheat are put into effect.

* * *

Grain in store in Milwaukee at the opening of the month of March included 731,000 bushels of wheat in round numbers, 710,000 bushels of corn, 950,000 bushels of oats, 263,000 bushels of barley and 50,000 bushels of rye.

* * *

Because of the unusual conditions in the grain market and the extremely high prices, Chief Weigher H. H. Ladd of the Chamber of Commerce

is urging all shippers to exercise more than usual care to make all cars grain tight before loading. According to the records of the Weighing Department, 17 per cent of all cars received during the month of December, 1917, were reported in a leaking condition on their arrival here, as against only 11½ per cent of such leaky cars during the corresponding month of 1916. Of the wheat cars, practically 33 per cent, or one-third, of all wheat cars arriving were leaky, according to the chief weigher at the Milwaukee Chamber. Much of this excessive loss could have been prevented, according to Mr. Ladd.

* * *

New high records for prices have been made for nearly all of the grains at Milwaukee. A strong demand for all grain continues at Milwaukee with only moderate offerings except for corn which has been absorbed here by buyers for domestic and foreign account to the extent of millions of bushels since the recent sharp increase in corn shipments. Local industries, shippers and dryers are daily keeping the market cleared of all the offerings. The enormous malting capacity has helped in the drying process for corn so that the daily capacity for drying is thereby increased and Milwaukee has shown itself able to take care of all arrivals of damp corn with a more than ample drying capacity.

* * *

The Chamber of Commerce will have a large delegation at the meeting of the Chamber of Commerce of the United States in Chicago about the middle of April. The Association of Commerce will also send its leading business men and members to this important convention of a half million leading business men of the United States.

* * *

The movement of corn has not been up to expectations, according to Chief Inspector of Grains A. A. Breed. He asserts that the country elevators are now pretty well cleaned up of corn but that farmers still have quite a lot of corn on hand. Most of this corn, it is believed, will be fed on the farms, as there are but a few weeks until farm work in the fields will begin in earnest and that will leave little opportunity for marketing. Much of the corn left on the farm is not merchantable, he said.

Only the valiant service of the malt houses has saved the corn crop, says Mr. Breed. With all of these big drying plants running 24 hours in the day a high per cent of the moisture in corn was removed in many thousands of bushels of corn per day. This helped to make Milwaukee's facilities ample to dry all the corn offered.

Oats trade is running along in the old channels, Mr. Breed declares, but receipts are very small despite the extraordinary high prices.

The chief factor in the barley trade has been the urgent demand of the millers for barley for milling, Mr. Breed asserts. The big mills in the various parts of the country are now equipped to mill this grain and much of it is being used for this purpose. The milling demand for barley may be a powerful factor in the field after the war as this will constitute an important source of buying to offset the probable restriction of buying of barley for malt in case the prohibition movement makes headway and cuts off barley buying for the making of beer. The barley demand for milling is said to be one of the big factors in the recent soaring prices of barley, the buying for malting purposes being generally much less than normal.

Rye trade is dominated by the tremendously high prices according to Mr. Breed who declares that a price of nearly \$3 a bushel should be a big factor in increasing the rye acreage for this and coming seasons. Wheat is now the cheapest of the grains—oats, barley and rye soaring to almost unheard of prices.

Mr. Breed says he has had a hard time to take care of grain drying with his present force since many men were required to look after the drying work done at the various malt houses. The corn now coming is of a much poorer quality than that which came in the earlier run. Corn is now shelled more and this is not keeping so well. Unsound corn

now cuts down grades, whereas the high moisture was the biggest factor earlier in the season.

* * *

The Wisconsin State Crop Bureau has thrown some light on the amount of grain on farms in its March report indicating that the amount of corn on Wisconsin farms is the smallest in many years. It is estimated that there is left on Wisconsin farms a little more than 4,000,000 bushels, compared with more than 10,000,000 bushels for the same date a year ago and a little less than 5,000,000 bushels two years ago. The small quantity of corn left in the fields is due to the poor quality of most of the corn produced and it is also due to the practical failure of the crop in many sections of the state in the fall of 1917. It is estimated that only about 10 per cent of last year's crop of corn was merchantable compared with some 65 per cent in 1917 and about 13 per cent in 1916. Practically no corn was shipped out of the county where grown, whereas the 10-year average shows average shipments of about 3 per cent of the total crop.

Wisconsin holds a larger farm supply of wheat than usual with some 1,172,000 bushels, compared to 630,000 bushels last year and about 1,166,000 bushels two years ago.

There is quite a good supply of oats on the farms of Wisconsin with the figures for March 1 showing stocks of more than 37,000,000 bushels, compared with 28,000,000 bushels in round numbers a year ago and nearly 42,000,000 bushels two years ago on the corresponding date. Two years ago, Wisconsin had a mammoth crop of oats which accounted largely for the large supply held on farms at that time.

Barley holdings on Wisconsin farms are ample with 4,800,000 bushels, compared with a little less than 3,000,000 bushels for the corresponding time last year and more than 5,300,000 bushels for the same date two years ago.

* * *

The rapid rise in the Milwaukee grain markets this spring is indicated by the rapid rise in the first week of March, which proved to be 15 to 20 cents a bushel for barley, 8 to 10 cents for corn, 3 cents for oats and 16 to 17 cents for rye. Total receipts of grain for this week were 227 cars of barley, 599 cars of corn, 178 cars of oats, 50 cars of wheat and 88 cars of rye. The total for the week was 1,143 cars against 1,180 cars in the previous week, 1,107 cars a year ago and 608 cars two years ago.

* * *

Walter Alexander, superintendent of motive power of the Milwaukee road, reported to Milwaukee shippers that there is an amazing clearing up of the recent rail congestion. He stated that in the east he found freight moving very rapidly. He referred to the vast volume of goods now going to the east, largely in prosecution of the war, and ranging from munitions to food and other supplies for the American armies.

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H. H. Peterson, vice-president of the Milwaukee Chamber of Commerce and president of the L. Bartlett Grain Company, has been notified that his son Harry who was reported lost when the *Tuscania* went down, was among those saved.

* * *

George A. Schroeder, manager of the traffic bureau of the Milwaukee Chamber of Commerce, has appealed to the Marine Section of the Transportation Division at Washington in an effort to get package freight service for Milwaukee during the coming lake season. He received a reply from Washington, stating that the Government realized that Milwaukee and Chicago should have such service in order to relieve the railroads of a heavy traffic burden. The Great Lakes Transit Corporation announced some time ago that it would not be able to provide any such lake service this season. No announcement has been forthcoming from the Lehigh Valley Transportation Company as to their policy this season and hence this may leave the shippers and business men of Milwaukee devoid of lake service unless the plea by the traffic department of the Chamber of Commerce proves successful.

The Chamber of Commerce has voted favorably on the proposition of the Chamber of Commerce of the United States to boycott German trade at the close of the war. The feeling is that nothing should be done to keep up Germany's ability to increase her military establishment. If disarmament and permanent peace is assured, there would be no necessity for starting any trade war. This is the consensus of the opinion of business men in the Milwaukee market.

Army, Navy and Marine Corps, when on furlough, to and from their homes. Secretary Archibald Gassaway has written Congressman Sherwood, urging his support of the bill.

H. H. Deam, of the Studebaker Grain & Seed Company, Bluffton, Ind., visited at the offices of J. F. Zahm & Co., last week.

James Mattimore, for several years local manager of Finley Barrell & Co.'s branch, and recently with the Citizens Securities Company, has returned to the floor in charge of Harris, Winthrop & Co.'s wire, succeeding John G. Steuer, who resigned.

The following were duly elected to membership in Toledo Produce Exchange, at the regular meeting of the directors: J. A. Streicher, of J. F. Zahm & Co.; Chas. E. Patterson, of Wickenhisser & Co.; John W. Luscombe, of Southworth & Co., and P. M. Barnes, secretary of the Young Grain Company.

The third annual convention of the Ohio Farmers' Grain Dealers Association, opened at the Boody House, this city, on February 21, with about 250 grain dealers and millers from northwestern Ohio in attendance.

Various phases of the business, and present-day problems confronting the dealers, were discussed, and some very able speeches were heard. Professor Erdman, of the Ohio State University, addressed the convention on the subject "Injecting Business Policies Into the Farming Industry," and, in part, said: "I have noticed that the elevators in Ohio are getting around the central markets more and more by dealing direct with the millers; but we cannot do without the central markets as they, with their facilities for caring for the grain, are needed in the general distribution of the goods. The farmers' elevators are one step in the marketing, and their best market has usually been found to be the nearest terminal market."

Clifford Thorne, freight rate expert, and counsel for the state and national associations, gave a very interesting address on "The Railroad and the American Farmer."

The members wired a most urgent appeal to Director-General McAdoo for a larger supply of empty cars to move the corn crop, pointing out that thousands of bushels of soft corn in Ohio would spoil if not moved promptly.

Much credit is due Southworth & Co., the Young Grain Company, and J. F. Zahm & Co., for the splendid treatment accorded the visitors. These well-known, progressive firms conspired to organize the "S. Y. Z.'s" for the sole purpose of showing the delegates a royal good time during their two-days' stay in the city, and to prove the slogan "You'll do better in Toledo."

After dinner on the 21st, the "S. Y. Z.'s" gave a theatre party at the Empire, and on the following day a fine luncheon was served at the Inside Inn, interspersed with short, impromptu talks. Storms of applause were heard when it was announced that Toledo's Woodrow Wilson would address the gathering, and Fred Mayer, of J. F. Zahm & Co., did justice to that name. He assured dealers of their welcome here and called upon them to put forth their effort the coming year: "Produce,—anything, just so you PRODUCE; we must win this war," urged Mr. Mayer.

"Bill" Cummings, and his wrist watch, and Joe Streicher were on hand to see that no time was lost; and Colonel Southworth seemed to have some very interesting stories, judging from the crowds around him.

The following officers were elected for the ensuing year: President, John Miller, McClure; first vice-president, Geo. Russell, Van Lue; second vice-president, F. M. Smith, Fostoria; and the directors elected were C. W. Palmer, H. M. Eisaman, Raco Waggoner, J. W. London, F. W. Duddrow, Guy P. Marom, L. I. Winch, M. Newton and F. J. Dauer.

W. I. Nokely, widely experienced railroad man, formerly district manager of the Kanawha Dispatch, has been placed in charge of the Transportation Bureau of the Food Administration, established

here by direction of Mr. McAdoo. The new Bureau will direct the movement of coarse grains and grain products.

Toledo corn millers and shippers did the "hesitation" during the spell of warm weather the latter part of February. With the strict embargoes on shipments East, and the sudden influx of corn, much of it such poor quality that feed millers were disinclined to handle it, the situation here became acute, and the trade was at a loss to know the answer. On March 2, Traffic Commission Wilson wired Edward Chambers, director division of traffic, at Washington, as follows:

"Approximately 15,000,000 bushels soft corn in this territory cannot be conditioned to meet requirements export division of grain corporation. Product only available for domestic use. Regional Director Smith's order of February 15, prohibiting furnishing box cars for grain loading to points east of Ohio-Pennsylvania state line, has stopped shipment of this corn to primary markets and driers because principal market is east of the state line. Result is corn is forced back to farmers' fields, country elevators and cribs, and will be an absolute loss within 30 days. Our Produce Exchange has reported matter fully to Vice-Presidents Stream and Irwin, of the Grain Corporation, who refer to Smith for modification of order. Matter referred to Smith and his representatives, who refer to food administration. Unless the railroads and grain corporation get together and modify this embargo to permit this corn to move, so it can be marketed in the only territory that can use it, there will be at least 50 per cent absolute waste, and that is too much food to throw away under these conditions. We appeal to you to get parties together and issue such modification of order as is necessary."

Mr. Chambers replied on the 3rd that this embargo would be modified to permit the movement of this corn, but the orders to the railroads have been slow in coming, and practically no improvement has been noticeable as yet.

DULUTH

S. J. SCHULTE - - CORRESPONDENT

THE suggestion of the Duluth Board of Trade that farmers in the Northwest be guaranteed the acreage cost that they may be put to in seeding and growing wheat this season, did not meet with the favor of experts of the Food Administration at Washington. The carrying through of the guarantee proposal was regarded as impracticable and likely to lead to misdirected efforts on the part of growers. As an alternative, A. B. Hostetter, district agricultural agent here, has suggested to Julius H. Barnes, head of the Grain Corporation, that farmers in spring wheat territory be paid a bonus on the actual number of bushels produced by them on each acre of land.

He contends that such a plan would encourage farmers in properly preparing the land and thus assuring greater production on the acreage seeded. He asserts that the tendency among farmers is to endeavor to cover too much ground, and consequently his work is done in a slipshod manner making the growing plant especially liable to deterioration through drought or black rust. He claims that the farmers in the sections under his supervision in Minnesota are taking special interest in the preparation of the soil in order to be assured of both quality and quantity.

Duluth grain operators, with Minneapolis and Winnipeg connections put through a substantial trade in furnishing oats and barley for seeding purposes to farmers in Western North Dakota and Eastern Montana points where the crops were a failure last season owing to drought conditions.

Grain men here with elevator connections through the West gave a ready response to the appeal is-

TOLEDO

C. E. BRYANT - - CORRESPONDENT

BARRING unfavorable weather from now on, Ohio should produce a bumper crop of wheat this year. The state report of last week gives the condition as 84, as against 73 one year ago; and reserves of 9,000,000 bushels compared with 3,000,000 bushels previous year. Reports from over the state would indicate that the plant has weathered the winter in good shape, though the opinion is varied in this respect because of the fact that some fields are advanced more than others and it is difficult to estimate their true condition.

Indications point to an extremely heavy acreage of spring wheat to be planted in northern Ohio this year. Many farmers in this locality tried out the spring wheat last year with more than satisfactory results that were heralded far and wide. W. H. Morehouse & Co., grain and seed dealers, declare their orders for the spring wheat seed have increased fully 100 per cent, and they are unable to get sufficient quantities to supply the demand, due to slow transportation. Southworth & Co. have a considerable amount of choice No. 1 Manitoba, Marquis variety, which they are offering, recleaned at \$2.75 per bushel, f.o.b. Toledo. This variety of Canadian seed is said to have given particularly good results in this section in recent years.

Stockholders of the McClure (Ohio) Grain & Stock Company, a farmers' mutual concern, have surrendered their charter to the state. They will hereafter conduct the business on a co-operative basis.

W. W. Cummings, of J. F. Zahm & Co., and Joe Doering, of Southworth & Co., attended the meeting of the Indiana Farmers' Grain Dealers' Association, at Lafayette, Ind., last week. Scarcity of empty cars to load grain, and the precarious corn seed situation came in for much discussion, according to Mr. Cummings, who also commends the well-known Clifford Thorne, of Washington, for his excellent address on railroad rates.

R. T. Miles, Federal grain supervisor of this district, left last Saturday for a business trip to South Dakota. Mr. Miles will be absent about a week.

The call for more intensive farming in an effort to relieve the food shortage is to be answered in northwestern Ohio the coming spring and summer. At the Toledo Automobile show, recently, one exhibitor booked orders for farm tractors to the number of 100, while it is said the orders of all firms selling the iron horse will bring the northwestern Ohio purchases this spring to 250 or 300.

Buyers plan to use the tractors on farms ranging from 60 acres up, as under 60 acres a tractor might be considered too expensive an investment. However, the small farmer will also have his tractor, according to plans of one firm, who advises farmers in the same neighborhood to pool their resources and purchase a tractor between them.

'Change board of directors, at their regular meeting, voted unanimous approval of Representative Steenerson's bill, now before Congress, authorizing free transportation to officers and men of the

sued to facilitate the assembling of grain for seed in the districts that are short of supplies. In addition to wheat and barley, there was also found to be a decided shortage of oats for seed in the North Dakota and Montana districts effected by the dry weather last summer. According to the rules adopted, sales of these grains for seed are being made only in bulk to farmers or groups of farmers or to other agencies who may agree to handle grains for seed without profit.

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Elevators at the Head of the Lakes will not be called upon to pay their usual heavy taxes at Duluth and Superior on May 1. These taxes are based upon a percentage on the volume of grain put through the houses during the season, and in years of a normal crop movement, they have cut quite a hole in the earnings of the companies. Stocks of grain in the elevators here now aggregate approximately 1,350,000 bushels, whereas the storage capacity of the elevator system at this point is rated at about 33,000,000 bushels. This is the smallest tonnage of grain ever carried at this time in Duluth and Superior houses. With conditions as they are, the Globe Elevator Company closed its three Superior houses recently. Two years ago every elevator plant at this point was plugged up to the roof and millions of bushels of grain were on storage in boats in the harbor.

* * *

R. F. Edmond, manager of the Grand Trunk Pacific railroad's system of elevators with headquarters at Winnipeg, was a recent visitor on the Duluth Board of Trade. He predicted that a record acreage of wheat and other grains would be seeded in the Canadian West this spring, but he admitted that the labor problem is likely to prove a serious one for farmers to grapple with. The successive military drafts have resulted in stripping the three Western provinces of young men.

* * *

Quotations in all coarse grains have been boosted to record high figures on this market recently in spite of efforts made to curb speculation as much as possible. The mills simply had to have the grain for flour making purposes and for the manufacture of substitutes in accordance with the Food Administration's regulations. The spot quotation in rye has advanced to \$2.90 as compared with \$1.53 a year ago. The range in barley was marked up from \$2.05 to \$2.40 in comparison with from 90 cents to \$1.23 at this time last year.

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An active call for oats and other feeds was reported by R. M. White of the White Grain Company but it has been found difficult to pick up sufficient supplies to cover more than the current district demand. The house was unable to amalgamate any stocks to fill inquiries coming to hand from Eastern points. Considering transportation conditions, a satisfactory trade in hay has been put through by that house with lumber operators and dairymen over the territory absorbing substantial tonnages. It is regarded by Mr. White as interesting to note that the best grades of timothy are now quoted at \$24.50 and \$25 per ton as compared with \$14 and \$15 a year ago.

* * *

Though elevator and grain men on this market have been penalized heavily under the trade restrictions in operations, imposed through war conditions, leaders in the business are by no means despondent. It is believed that in the event of normal or better crops during the coming season, business in coarse grains will reach substantial proportions, and with the price of wheat and grading settled well ahead of time, the marketing of wheat from the growers to the terminals will enable handlers to net remunerative commissions. It is conceded that the movement was restricted last season largely as a result of the delay in deciding upon prices and marketing regulations.

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In reply to a request from Food Administrator Hoover that the Duluth Board of Trade join the other exchanges in formulating a plan whereby an open market for hedging coarse grains may be

organized, and so policed as to eliminate abuse and vicious speculation. The Board here has passed a resolution recommending the suspension of maximum prices, but intimating that its members do not believe it practicable to have trading in futures without a limited amount of speculation being allowed. The appointment of a committee on each exchange with power to police and control all trading in futures was suggested. Such committee, it is thought, should have authority to examine all books and to censor all news or information regarding the grain business that may be sent out by wire. It is also thought that each exchange should have a clearing house for handling all trades in futures on its market. The resolution also recommended that the Food Administration should obtain an agreement from the Wheat Export Corporation not to deal in futures nor buy cash grain except in the terminal markets.



VARIOUS private estimates as to the quantity of grain remaining on farms on March 1 which had been circulated shortly before the official report was issued had prepared the members of the New York grain trade for figures somewhat larger than those given out by the Government, although in the case of wheat many had felt for some time that the reserves would prove to be under 100,000,000 bushels, and hence the Western estimates ranging from 113,000,000 to 133,000,000 bushels, were accepted somewhat skeptically. At the same time, while the official figure on wheat reserves, 111,272,000 bushels, exceeded general expectations, the opinion prevails in some quarters that the total is actually still larger, it being argued that farmers, who had sent in their reports prior to the establishment of the new minimum price, \$2.20, had understated their holdings as a means of inducing Washington food authorities and legislators to fix a still higher basis. As a matter of fact, many traders are convinced that the attitude of the farmers has been a decidedly unpatriotic one, and seemingly entirely out of sympathy with the efforts of the Food Administration to check advances in the cost of living. It has long been conceded by unprejudiced traders that the minimum price for No. 1 Northern Spring, \$2.20 Chicago basis, was a fair one and calculated to bring out prompt and liberal deliveries from the farms. Hence the general astonishment can be regarded as only natural when it was discovered that farmers still hold such a large quantity in view of all that has been heard regarding the practical exhaustion of supplies at many interior points, which has seriously curtailed the output of flour, caused an entire suspension of milling in some sections, and made it extremely difficult if not impossible for flour buyers to secure supplies in many distributing centers.

As a partial explanation, it is pointed out that farmers' deliveries were checked in part by the scarcity of freight cars and the orders from freight officials giving corn the right of way over other cereals. A less favorable explanation was that farmers had hoped that their representatives in Washington would succeed in having the minimum raised to \$2.50, and possibly \$2.65 or \$2.75. Of course, these hopes were dashed when President Wilson took the bull by the horns and made the price \$2.20. This continuation of the price fixed on the previous crop was received with general favor as the Food Administration will now be able to continue the rules and plans based on the old level, which they had promulgated after long and hard work. Moreover, it is expected to result in more extensive seeding by spring wheat farmers; a consummation devoutly to be wished for in view of the great deficiency in flour supplies and the huge needs in this country and allied European nations.

James Simpson, head of Simpson Hendee & Co., has long enjoyed the reputation of being one of the best informed oats specialists in the country. In speaking of the farm reserves of oats on March 1 as indicated by the recent official report; namely, 595,000,000 bushels, Mr. Simpson pointed out in his usual vigorous and enthusiastic manner that the report showed unquestionably that the consumption had been unusually large. In other words, the area harvested the last season was the largest ever known, and as a result the crop was also the biggest on record, 1,587,286,000 bushels of choice average quality. In short, close to 1,000,000,000 bushels, or approximately two-thirds of the crop have entered into consumptive channels. It is well worthy of note at this juncture that Mr. Simpson also maintained that the daily consumption is invariably larger during the spring and summer than it is in the winter as far larger quantities are fed to horses for the good and sufficient reason that they are always more actively employed. In other words, there are many horses that are idle in the winter, and hence are fed sparingly of oats, whereas they are fed freely at this time of the year when they are busy.

* * *

P. J. Valkeapea, who was well known in flour circles a number of years ago as a buyer of flour for shipment to Scandinavian countries, recently came to this country as a special representative of the Finnish Government, visited various western markets, and went to Washington for the purpose of describing to Government officials the famine conditions existing in Finland in an effort to induce them to permit larger shipments of foodstuffs to that country. According to the official figures of the Finnish Senate, the annual consumption of grain is roundly 396,000 tons, whereas the quantity available from the last crop, plus the amount already imported, is only about 257,000 tons; leaving a deficiency of roughly 138,500 tons, which must be made up by importation between now and September 15. It is hoped that slightly less than half of this shortage may be made up by more extensive human feeding of oats, which have been confiscated, although this will seriously reduce the quantity available for feeding to horses and cattle, which will work a severe hardship on stockmen, as well as on the vitally important timber industry, which requires large numbers of horses. In short, it is said that the country is threatened with famine, and should help from abroad not be forthcoming the nation is threatened with dissolution and the people with a lingering death by starvation.

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Jesse A. Chase, well known in grain and feed circles several years ago as an associate of his father, the late Theodore B. Chase, has been re-elected to membership in the Produce Exchange.

Other elections to membership in the Exchange were as follows: Walter Trappe, the new manager of the New York office of the Norris Grain Company of Chicago; Harry S. Morris of the stock and grain commission firm of Morris & Wilmarth; and James S. Schonberg, connected with the New York office of James Carruthers & Co., the big grain firm with offices in Montreal and Winnipeg.

* * *

Members of the Produce Exchange, and especially in the grain trade, were pleased to hear that Percy Carruthers Band, son of Charles W. Band of James Carruthers & Co., Ltd., grain merchants, had been awarded the military cross for gallantry as a captain in the Overseas Forces. Although wounded in the ear, Mr. Band refused to leave the front, but instead led his men over the top and took three lines of German trenches.

* * *

The old grain exporting and importing firm of Maclaren & Gentles has announced that the name of the firm has been changed to the Argentine Import & Export Corporation. This is not particularly astonishing in view of the fact that Mr. Maclaren has been dead for several years, while R. B. Gentles has been absent for several years, being engaged with the British troops in France, where he was so seriously wounded that he was honorably dis-

charged. Since then he returned to this country and quite recently became identified with the well-known grain house of Lewis, Proctor & Co., New York and Chicago.

BUFFALO

ELMER M. HILL CORRESPONDENT

NEW YORK'S new \$150,000,000 Barge Canal connecting Niagara River at Buffalo with the Hudson River at Albany will be ready for navigation about May 15 but there will be practically no boats to carry grain and other freight cargoes. The bill introduced into the state legislature to provide \$1,000,000 for the construction of boats is doomed to defeat. So that the only way these boats can be built is by private interests or the Federal Government.

The Transportation Committee of the Buffalo Chamber of Commerce which includes many prominent grain merchants and shippers, has advocated the expenditure by the state of \$5,000,000 for the immediate construction of barges for the state waterway. The grain shippers point out that there is an urgent necessity for new boats on the canal this year so as to relieve the congestion on rail lines east of Buffalo and to facilitate the movement of grain from terminal elevators at Buffalo to the Atlantic Seaboard. As the situation stands, the new canal upon which \$150,000,000 has been spent by the state to accommodate 1,000-ton barges, will be practically worthless for lack of boats. It is proposed to build ships of 1,000-ton capacity to operate in fleets of 8 or 10 from the grain shipping ports at Chicago and Lake Superior ports to the Atlantic Seaboard via Buffalo, the Erie Canal and the Hudson River.

* * *

H. T. Burns, president of the Burns Grain Company, is a member of the Chamber of Commerce Transportation Committee, which has been studying a relief for the wretched street car service in Buffalo. Mr. Burns has recommended the construction of an elaborate system of subways and elevated lines to cost approximately \$30,000,000. The plan is now being considered by the city council and legislation is being sought in the state capital to allow the city to own and operate, subway, surface and elevated lines.

* * *

There is little likelihood that navigation over the Great Lakes route will open before April 15. There is still a solid field of ice in Lake Erie from Buffalo to Cleveland and the channels in the Detroit River, Lake St. Clair and the St. Clair River are still frozen solid. The channels in the vicinity of the Soo are also solid and there is still a big ice field in Lakes Huron and Superior, according to reports received by Buffalo vessel interests and meteorological stations along the lakes.

* * *

There is a great feeling of uncertainty in local grain circles over business for the coming season. Of course the bulk of grain to be handled by the terminal elevators this year will be for export and elevator interests feel that their charges for handling this grain will probably be cut down to a point where it will not allow them a reasonable profit. Just what the season will bring forth, none of the members of the Buffalo Corn Exchange will venture a statement.

"It's all in the air," says Fred Pond, secretary of the Buffalo Corn Exchange. "Grain men don't know what to expect until the season opens and grain begins to arrive in port. We expected a busy year last fall, but we were disappointed. We expect a big rush this spring but maybe we will be fooled again. We don't look forward to anything any more. We take what we get because we are all patriotic and we want to do everything we can to help the Government win the war at any cost to our business. Buffalo grain merchants and eleva-

tors are willing to do all in their power to facilitate the movement of grain to the Eastern Seaboard and with our present facilities, the Government will get good dispatch, if the transportation officials give us the cars."

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The Curtiss Grain Company has been incorporated to do a general grain business in Buffalo. The authorized capitalization is \$150,000 and the incorporators are Coleman, Alexander M., and Geoffrey Curtiss.

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Members of the Buffalo Corn Exchange are taking an active part in the western New York War Savings Stamp campaign. Many prominent grain merchants have enrolled as members of the \$1,000 limit club and others are serving on various campaign committees of the W. S. S. drive.

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The custom mill and grain elevator of O. R. Stillman was destroyed by fire on February 16, with a loss of almost \$15,000. A gasoline tank explosion is believed to have caused the fire. The building was an old structure and was one of the landmarks of Friendship, N. Y. The loss was partly covered by insurance.

* * *

The barred zone along the water front of Buffalo becomes effective on April 1 and after that date no enemy alien can enter the zone without a Federal pass. Grain elevators along the water front have been instructed to give the United States Marshal a list of all employes who are enemy aliens together with their records and a recommendation whether or not they should have a Federal water front pass. It is known that at least 70 enemy aliens now living and employed along the water front will not be given passes. Most of these are employed as grain scoopers. Elevators have also received notification to guard their plants night and day and to have only one entrance to their property and to have that entrance guarded so that no one can enter without a pass issued either by the Government or by the industry. This is a war-time safeguard and is taken to protect the millions of bushels of grain that will pass through the terminal elevators at Buffalo this season.

LOUISVILLE

A. W. WILLIAMS - CORRESPONDENT

THE general condition of the local market is fair considering the scarcity of various grains, and the chaotic conditions in the supply market. There is an excellent demand for everything, with supplies generally light, prices high, and indications pointing to a steady run of the present demand. The traffic situation showed considerable improvement in February, but the latter part of the month found the car shortage much worse in the South than during the early portion, due to heavy movement of freights into districts of the North and East, which had previously been embargoed against the Southern shippers. This resulted in the movement of empty cars Northward under load, while the heavy demand for grain cars in the North and West has been taking care of all empties moving from the North and East, although releases have been slow on account of congestion at terminal points. During March there has been a considerable scarcity of cars not only in Louisville but throughout the South, which is interfering with movement of seed corn, oats, onion sets, potatoes, etc., as well as grain, hay and feed.

* * *

A rather drastic ruling was made public on March 5, when the Southern Railway Company, of Louisville, announced that millers and grain dealers would not be permitted to load out empty grain cars received over the Southern lines, until the railroad had complied with an order from Washington to deliver to the Big Four Railroad, at Louisville,

400 empty box cars to be moved into the West for handling corn to the seaboard. This resulted in local concerns having much trouble in obtaining cars for movement of grain commodities, as they have been in the habit of loading back. However, the grain trade as a whole has been fairly well taken care of in the matter of car supply.

* * *

Louisville has become a much better general grain market during the past six weeks, through the handling of grains to be ground into flour substitutes. Heretofore Louisville mills have never ground anything but wheat (soft winter) and occasionally a little rye. Now they are grinding rye, barley and rice flours in addition to wheat flours.

* * *

All of the foundations have been completed in the new workhouse that is being erected by the Kentucky Public Elevator Company, and concrete pouring has now started on the first floor. The capacity of the elevator proper will be 300,000 bushels as against 500,000 bushels in the old plant which burned a year ago, while the big battery of storage tanks which have a capacity of 480,000 bushels, will also be reduced somewhat when the repairs are made and new concrete rings inserted inside to strengthen them. It has been planned to complete the work this spring in time for the spring wheat crop, but weather conditions this winter were such that no concrete could be poured for several months, and it will be impossible to complete the work before about August or September, or in time for the corn crop. The Witherspoon-Englar Company, of Chicago, is erecting the new plant.

* * *

There is an excellent movement of seed corn and seed oats in Louisville at this time, oats having been active for 30 days, while the corn demand is just beginning to get well under way. Due to the early frosts, which damaged large quantities of corn throughout the state and adjoining states, many farmers were unable to secure quantities of good seed corn, having depended upon the crops in the fields. This has resulted in many farmers who never before figured upon purchasing seed, being forced to enter the market this season. The various state agricultural boards are sending out bulletins, etc., on the necessity of using only high class seed corn this year. White seed corn, 98 per cent germination test, is being quoted at \$4.50 and \$5 a bushel on the local market, as against \$2 and \$2.20 for No. 2 kiln dried varieties; and \$1.80 and \$1.82 for kiln dried mixed or yellow No. 3. Seed oats are selling at 98 cents for mixed and \$1 for white.

* * *

Edinger & Co., of Louisville, jobbers of feed, hay, grain, etc., have started handling seed corn this season for the first time, and have installed a seed testing laboratory, with complete sets of germinating devices, etc.

* * *

There has been a considerable increase in the production of buckwheat in Kentucky during the past two years, practically all of this crop produced coming from Somerset and Science Hill, in Pulaski County, where the county agent has stirred up interest in growing of this product. Prior to 1916 the price was never over 80 cents a bushel, and while production was heavier than in the rest of the state combined, no real effort was made to grow the crop. In 1916 the price went to \$1 a bushel on a 70,000 bushel crop. In 1917 200,000 bushels were raised and the farmers received \$1.60 a bushel, selling about 160,000 bushels, and holding back the balance for country use and for seeding purposes. Plans are being laid for greatly increasing the 1918 crop.

* * *

All indications point to the largest corn acreage in the history of the state in 1918. The high prices of the past season, coupled with the poor crop, and the patriotic duty of the farmer to grow grain, are expected to result in the largest acreage on record. The weather of the past few days has been fine, and has resulted in the farmers being able to

work their ground, and get ready for spring planting. All snow moved off without any appreciable amount of damage, and bottom lands are rapidly getting in shape for working.

* * *

It is now generally believed that the 1918 wheat crop will be considerably larger and of better quality than any crop heretofore harvested in Kentucky and southern Indiana. In February a number of reports were received to the effect that wheat had been damaged by the unusual severe weather experienced, but experts from all over the state are now reporting that the crop is in fine shape, and with fair weather promises a big yield, while on the other hand the acreage is the largest that was ever planted in the state.

* * *

Work is progressing nicely on the new elevator that is being erected at Hickman, Ky., by the Nashville, Chattanooga & St. Louis Railroad, for transferring grain from river boats to freight cars, and it is expected that the plant will be completed in time for handling wheat this spring.

* * *

The Winchester Feed Company of East Bernstadt, Ky., has been incorporated by Tolly Grant, W. R. Grant, Edward Grant and Florence Grant.

KANSAS CITY

B. S. BROWN - CORRESPONDENT

KANSAS CITY got new rules and regulations with reference to brokerage and profits in mill feed late in February. They were expected. So fully were dealers prepared for the regulations that stories are being told of the care with which profit was regulated voluntarily for a considerable period before the rules arrived. One story is told of a shipper who sacrificed the amount at which the feed could be sold and the broker handling it meticulously observed the suggestion. It was said later that investigators had been following up that particular shipment to discover just what the various profits were on such commodities. Dean F. P. Mumford of the Missouri Agricultural College relieved the minds of many inquirers when in Kansas City recently by stating that he did not see how it was possible for a corn price to be fixed. Dean Mumford is the chairman of the State Council of Defense and spoke at a meeting of the Jackson County Council of Defense.

* * *

A Missouri farmer recently sold a carload of 90-day Silver King seed corn at \$3 per bushel which netted him \$100 per acre for his corn. This farmer is exceptional of course—and he did it by using 100 pounds of fertilizer to the acre. Grain men probably would not be justified in assuming that all farmers make as much money—the unusual thing is to find a farmer willing to admit that he did make some money.

* * *

The Bruce Bros. Grain Company of Kansas City has entered the St. Joseph, Mo., field. The company has bought the business of the Holdridge Grain Company of St. Joseph and Marshall Bruce will manage that house. Frank C. Bruce will continue in charge of the Kansas City office.

* * *

Mrs. Sallie Moore, widow of the late Colonel John W. Moore, a former president of the Kansas City Board of Trade, died at her home in Kansas City March 4. Mrs. Moore was 79 years old. She is the mother of B. C. Moore of the Moore-Seaver Grain Company.

* * *

Kansas City, as was hoped and expected, went strong on corn during February. The total arrivals were more than 5,500,000 bushels compared with about 3,000,000 bushels in January this year and a little over 1,000,000 bushels in February of 1917.

The increase was partly attributed to the greater facilities for movement provided by the Government control of the freight car situation. Kansas City has now about 110,000 bushels capacity for drying corn every day and this is being used to its limit. Much of the corn was shipped into here and shelled here. White corn commanded big premium reaching the top at \$2.12 a bushel on February 21. March is starting off a top level not far from that.

* * *

D. F. Piazzek, representative of the Food Administration Grain Corporation in Kansas City, left for New York March 9 to attend a conference in regard to supplies of wheat and the apportionment to millers. This conference opened March 12. Mr. Piazzek has just finished a shipment of 500 cars of corn to the Gulf for export, and is now arranging a shipment of 500,000 bushels of wheat. He states that reports from field investigators and correspondents indicate that growing conditions were never better at this time of year than they are now.

ST. LOUIS

R. O. JOHNSON - CORRESPONDENT

TRADE in coarse grain futures has been quiet here, but the cash houses have been doing an unusually active business. St. Louis was named as one of the seven large markets at which the Food Administration shut off shipments of corn for three weeks, in order that 750,000 bushels daily could be diverted to foreign shipments. In discussing the order Dr. Gephart, chairman of the St. Louis committee, stated that it meant that at least 33½ per cent, and not more than 50 per cent, of the corn in the seven cities, of Kansas City, Duluth, St. Louis, Minneapolis, Chicago, Milwaukee and Omaha, would be shipped to Europe.

Some time ago orders were sent out from Washington requiring grocers to sell only 50 per cent of wheat with 50 per cent of some substitute, and along the same lines bakers were restricted to 80 per cent wheat flour in bread and 20 per cent substitute. The cause of the contraction in wheat flour was announced to be in order to furnish the country's associates in war with enough flour for military and civilian needs. The reason for not shipping corn to Europe at the same time that wheat flour was shipped, was that the Frenchmen and Englishmen were not accustomed to the use of corn and the further fact that corn is more subject to deterioration than wheat.

Dr. Gephart would not comment on the order for corn, further than that the European countries are now ready to use corn, but the belief prevails in trade circles that the necessary amount of wheat has not been forthcoming for the Allies, and it was necessary to fall back on the coarse grain. If this proves true, it is apparent that the demands for corn will increase in the future rather than decrease, as the continued addition of American troops to the army abroad will strengthen the demand for the grain at the same time that shipments are being made to the Allies to substitute for lack of wheat. For this reason, if for no other, the cash trade in St. Louis is looking forward to a period of steady activity until the next crop is on the market, or until the harvest is so assured as to indicate what supplies may be expected.

* * *

The following telegram has been sent by President John O. Ballard, to the Secretary of Agriculture, protesting against the proposed tentative revision of the official grades of wheat.

The St. Louis Merchants Exchange, in behalf of the grain and milling trade of this territory, desires to express vigorous objections to the tentative grades proposed in your circular of March 6. Our most serious objection is against proposed 15 per cent moisture content, which in soft and hard winter wheat gives us a grain that cannot be safely shipped nor stored without almost certain deterioration in quality. Increased percentage of damaged grain, admixture of other

classes and other grains, and reduction in test weight per bushel in Grades 1, 2 and 3, completely demoralizes established commercial standards, which these grade designations have represented to the shipper, miller and grain trade for generations. During the past 10 years the Government, state, grain and milling interests have spent time and money in a co-operative effort to encourage better seed, better farming and better methods of marketing. Tentative grades nullify these efforts and would permit gross carelessness and possibly fraud. We believe that their adoption will be little short of an agricultural and commercial calamity.

* * *

One of the largest cars of corn ever received in St. Louis was unloaded by the Marshall Hall Grain Company, at the Burlington Elevator recently. The car weighed 127,040 pounds, and was one of the Union Pacific's latest equipment.

* * *

The Elmore-Schultz Grain Company, has been reorganized and incorporated with a capital of \$75,000. Alex Harsh has been elected president and manager, to succeed Trave Elmore who lost his life recently in an automobile accident. Other stockholders in the company are James K. Polk, U. J. Sinclair, John Schultz, J. H. Herron and V. C. Elmore.

* * *

Med Johnson, of the T. E. Price Commission Company, was married last Thursday to Mrs. Winter, a wealthy St. Louis widow. The couple are spending their honeymoon in the South.

* * *

The membership in the Merchants Exchange is decreasing steadily, due to the redemption feature of \$400 paid by the Exchange. Secretary Eugene Smith says that members now total 930, whereas a few years ago the total was 3,300. The book value of the memberships now is said to be around \$1,000. Memberships redeemed recently were James J. Cahill, St. Louis; Mahlon B. Wallace, St. Louis; J. F. Twamby Sons, Omaha, Neb.; Charles Nagel, of Nagel & Kirby, St. Louis; C. G. Benton, deceased; Orville E. Babcock of Babcock & Rush-ton, Chicago, Ill.; Henry Lepp, of DeSota Roller Mills, Desota, Mo.; Russell S. Brown, of Brighton, Ill.; E. A. Beauvais, of Brosseau & Co., Chicago, Ill.; H. S. Antrim, Sr., of H. S. Antrim & Co., Cairo, Ill., and Louis Spelbrink, deceased.

* * *

William Lanyon, one of the largest grain operators in the St. Louis market, has not fully recovered from a blow on the head from a highwayman received when he was held up recently. The trade misses Mr. Lanyon's business, as he operated on an extensive scale in all markets.

* * *

P. P. Connor, one of the oldest members of the Merchants Exchange, "started something" on the floor last week, when he tore from the newspaper files a copy of a German language paper, burned it and trampled it under foot. Mr. Connor declared his action represented his sentiments at the present time.

* * *

Several members of the Merchants Exchange have received postal cards from W. E. Stewart, formerly representative of Ware & Leland on the Merchants Exchange, and from Ben Lang, a prominent grain man here, who now are in Europe doing Y. M. C. A. work. Both are in good health and located back of the trenches in France.

CONFERENCE ON LOSS AND DAMAGE CLAIMS

Henry L. Goemann, chairman of the Transportation Committee of the National Association, has sent out the following notice, relative to a conference between shippers and carriers, to arrive at some basis of settlement:

Shortly after the taking of the testimony by the Interstate Commerce Commission in the case of "Loss and Damage Claims on Grain, Docket 9009," the suggestion was made by that body that a conference be held between representatives of the shippers and carriers with the idea of working out some plan by which the present confusion and ever widening differences between the shippers and carriers could be eliminated.

In compliance with the suggestion of the Commission, the Grain Dealers National Association hereby calls for

a meeting of representatives of various grain exchanges, grain shippers and grain dealers associations, to be held at Chicago, Illinois, Thursday, March 14, 1918, 10:00 a. m., at Room 720, Board of Trade, the purpose of said meeting being:

(1) To formulate some definite plans on behalf of the shippers to present to the carriers in an endeavor to simplify and expedite the present method of handling claims for Loss and Damage to grain.

(2) To appoint a small committee of grain shippers and dealers to confer with a committee of the carriers for the purpose of working out the plan suggested in paragraph 1.

GOVERNMENT PRICE FIXING

BY C. B. PIERCE.

President, Bartlett Frazier Company, Chicago.

There is a large amount of misconception as to what has been done by the Government in the way of price fixing of grain.

There has been no price fixing in the sense in which prices were fixed on coal.

In May, 1917, a committee of representative grain merchants called upon Mr. Hoover at his invitation and having received his exposition of the wheat situation made certain recommendations. Mr. Hoover's forecast of the situation has been proven absolutely correct, and based upon it the merchants figured that we would be short of normal home and other absolute requirements (meaning supplies for our Allies), from 100,000,000 to 200,000,000 bushels of wheat, depending upon the size of the crop of 1917, which then had a promise of 650,000,000 to 750,000,000 bushels, according to how the spring wheat crop would turn out. As our total crop proved to be about 650,000,000 bushels, we are likely to be short many millions of bushels after allowing for all economies which have been practiced.

On the basis of this calculation, it being clear that the Government must control the distribution, it was also clear there was but one thing to do, viz., to take over the crop. This was done through the clause of the Food Control Act which enabled the Government to elect that grain dealers and millers should work under a license. Through this system a practical Government monopoly of the buying of wheat was secured. A very clever system of distribution was worked out through the flour millers.

I have never ceased to feel the greatest pride that the grain merchants showed so complete a grasp of the situation.

In order to be able to buy the wheat crop, the right was secured for the Government by a section of the Food Control Act to purchase wheat and wheat flour *ad libitum*.

When asked to suggest what would be a proper basis of price for the Government to pay, this committee disclaimed any right or wish to decide, but various members of it stated that they felt the price should not be less than \$2, and perhaps \$2.25 would be better, as the complete success of the plan depended upon the price being one satisfactory to the producers.

The President appointed a suitable commission for the purpose, which finally agreed upon \$2.20 Chicago for No. 1 wheat.

At that time no one could possibly have imagined that corn would sell in the Chicago market in the summer at more than \$2.20 a bushel. Very few speculators who owned corn at that time held it for more than \$1.25, and the entire trade was astounded at the scarcity which developed. It is still a matter of wonder that a crop of grain of which about 80 per cent is retained normally for use on the farm should not prove to be sufficiently elastic as regards the amount reaching the market to prevent any such extraordinary advance in prices.

As it was, only a few states, notably in Pennsylvania and Oklahoma, where corn was very scarce, was there any noticeable feeding of wheat as a substitute.

The Food Control Act further empowered the President to establish during the period of the war a guaranteed minimum price for wheat to the producer in order to encourage production, and for the crop of the year 1918 decreed that such mini-

mum price be absolutely established and fixed at not less than \$2 a bushel.

The President has just exercised his prerogative and advanced the minimum price to \$2.20 to stimulate still further its production.

It may be that the crop this year may turn out so abundant that the Government may be compelled to buy it all at this figure and dispose of it as best it may, or it may be, through grave misfortune, that it will be even smaller than the last, which, however, is not likely, so that it may become quite clear that the price paid by the Government for the 1918 crop, if it has to take over the crop for the same reason as it did the 1917 crop, may be placed at a higher figure. However, on 42,000,000 acres sown to winter wheat and on the probably large acreage of spring wheat, unless nature is so unkind as she was last year, we should be able to raise sufficient wheat to satisfy all demands within reasonable limits. We may have nothing to waste.

The grain merchants made an additional recommendation which by reason of its importance it placed first. I quote it as follows. Suggestion No. 1:

"That direct Government control of the transportation of food-stuffs is absolutely necessary for their better distribution; and better distribution of food-stuffs is a pressing economic necessity, etc."

Again the grain merchants showed that, in common with other business men, they know more about their own affairs than could, by any possibility, anybody else.

There is an enormous surplus supply of corn and oats on the farm that is struggling to find a market, and present scarcity and high prices of these grains are due only to lack of sufficient transportation, which situation the Government is struggling to improve, out of the chaotic situation which existed up to a few weeks ago.

THE THIRD LIBERTY LOAN

The campaign for the Third Liberty Loan will be opened on the 6th of April, the anniversary of the declaration of a state of war between the United States and Germany.

The amount, terms and conditions of the loan are dependent upon further legislation and will be announced as soon as Congress has granted the necessary powers.

Secretary McAdoo chose April 6 as the day to open the campaign as the most fitting date to call for a patriotic response to the summons to duty to every American, to ask from the people at home the same fervent patriotism that actuates our gallant sons on the battlefields of France and on the waters of the Atlantic.

GRAIN FIRM LOSES LICENSE.

The Mount Morris Co-operative Elevator Company of Mount Morris, Michigan, is the first corporation to lose its license for violating the rules which require the sale of substitutes with all purchases of wheat flour. It is reported that other companies are in danger of similar discipline.

George A. Prescott, Federal Food Administrator for Michigan, had notified the company that it would be required to observe the rules. He advised the Food Administration that the penalized corporation continued to violate the regulations after he had given them due notice. The revocation became effective March 2.

Thompson & Mould, wholesale grain dealers at Goshen, N. Y., saved their license after being summoned to Washington only by retracting a circular letter sent out to the milling trade on February 11, in which they suggested that each mill "sell one or more cars of mill feed to their head miller and have him price the feed on a New York delivery rate." This needless to say would have allowed an unlawful profit for the miller, who was acting through a dummy.

In their letter of retraction the firm withdrew their suggestion and clearly stated the action taken by the Food Administration. Further action against them was suspended.

AMENDMENT PROPOSED FOR FOOD CONTROL

Chairman Lever of the House Committee on Agriculture has introduced a bill providing for certain amendments to the Food Control Act. After the introductory section this bill provides, as follows:

Section 2. That whenever the President shall find that limiting, regulating or prohibiting the use, preparation, sale or waste of any foodstuffs by any person operating a public eating place; or prescribing a reduction in nonessential use of food and feed materials by regulating the ingredients and methods of manufacture or preparation to be used by any manufacturer in the manufacture or preparation of any foodstuffs or feed; or limiting, regulating, or prohibiting the use or waste of food or feed materials by any manufacturer in the manufacture, preparation, or preservation of any nonessential foodstuffs, feeds, or other articles or commodities; or limiting or prohibiting by any manufacturer the use or waste of any foodstuff or feed for any other purpose than food or feed, or the use or waste of any material necessary for the production, manufacture, or preservation of any foodstuff or feed for any other purpose than such production, manufacture, or preservation; or prescribing the more equitable and economic distribution of foodstuffs and feeds by limiting and regulating the sale, purchase, and distribution by any manufacturer or person engaged in the business of distributing foodstuffs, feeds or materials or equipment necessary for the production, manufacture, or preservation of foodstuffs or feeds, is essential in order to assure an adequate supply or prevent the wasteful or uneconomic use or distribution thereof, or in order to provide for the army or navy, or any other use connected with the national security and defense, he is authorized from time to time to make proclamation of such findings of fact and give not less than five days public notice of the extent of the limitation, reduction, regulation, or prohibition so necessitated. Whenever such notice shall have been given and shall remain unrevoked, the President is authorized to make and issue rules and regulations as hereinafter expressly authorized:

(a) Limiting, regulating, or prohibiting the use, preparation, sale or waste of any foodstuffs by any person operating a public eating place.

(b) Prescribing a reduction in nonessential use of food and feed materials by regulating the ingredients and methods of manufacture or preparation to be used by any manufacturer in the manufacture or preparation of any foodstuffs or feed.

(c) Limiting, regulating, prohibiting the use or waste of food or feed materials by any manufacturer in the manufacture, preparation or preservation of any nonessential foodstuffs, feeds or other articles or commodities.

(d) Limiting or prohibiting by any manufacturer the use or waste of any foodstuffs or feed for any other purposes than food or feed, or the use or waste of any material necessary for the production, manufacture, or preservation of any foodstuffs or feed for any other purpose than such production, manufacture or preservation.

(e) Prescribing the more equitable and economical distribution of foodstuffs and feeds by limiting and regulating the sale, purchase and distribution by any manufacturer or person engaged in the business of distributing foodstuffs, feeds or materials or equipment necessary for the production, manufacture, or preservation of foodstuffs or feeds: Provided, That this paragraph shall not apply to any farmer or gardener, including live stock farmers, with respect to the products of any farm, garden, or other land owned, leased or cultivated by him.

The President in carrying out the provision of this Act may vary such regulations from time to time to meet conditions, and may utilize any department, agency or officer of the Government.

Sec. 3. That any person who fails or refuses to comply with, or who violates any of the provisions of any rule or regulation issued in accordance with Section 2 of this Act, shall, upon conviction thereof, be punished by a fine not exceeding \$5,000 or imprisonment for not more than six months, or both.

Sec. 4. That the word "person," wherever used in this Act, shall include individuals, partnerships, associations and corporations. When constructing and enforcing the provisions of this Act, the act, omission or failure of any official, agent or other person acting for or employed by any individual, partnership, association or corporation within the scope of his employment or office shall, in every case, also be deemed the act, omission or failure of such individual, partnership, association or corporation as well as that of the person. The filing as a part of the records of the Department of State of any regulation issued pursuant to this Act shall be deemed notice of its contents of all the world, and all courts shall take judicial notice thereof.

Provision is also made for the Act to become none-effective at the expiration of the war.

WITH a property loss of \$250,000, a 12-car train laden with grain consigned to the Allies was wrecked at Newburgh, N. Y., on February 20.



INDIANA

A certificate of dissolution has been filed by the Hill Grain Company of Rushville, Ind.

Ira E. Rinehart's elevator at Ora, Ind., has been taken over by John F. Merkert, a farmer of Bass Lake.

Farmers around Buck Creek, Ind., are planning to build an elevator at that place and engage in the grain business.

The Amboy Grain Company of Amboy, Ind., has equipped its plant with a Hess Drier and are now running continuously.

Watson & Cripe's grain and coal business at Lincoln, Ind., has been taken over by the Lincoln Grain Company. Hugh McCorkle is manager of the plant.

J. O. Crane has disposed of his elevator at Hedrick, Ind., which he formerly conducted, to Seegar & Betts. Mr. Crane will engage in farming hereafter.

The plant and business of the Parker Grain Company at Parker, Ind., has been taken over by H. Dickey of Ansonia, Ohio. W. E. Rooker will be retained as manager.

The Knights of Pythias Building at Crawfordsville, Ind., has been purchased by Crabbs, Reynolds & Taylor Grain Company. The grain company will convert it into an up-to-date office building.

Capitalized with stock of \$20,000, the Chalmers Grain Company was incorporated at Chalmers, Ind. The company will operate and build grain elevators. J. S. Minch and S. M. Burns are the directors of the concern.

The elevator and flour mill of the Kempton Grain Company at Kempton, Ind., has been purchased by A. B. Cohee of Frankfort. The plant has a capacity of 150,000 bushels and will be under the management of Charles N. Clark.

The Big Four Elevator at Indianapolis, Ind., is enlarging its workhouse 14x42 feet. The plant can now accommodate 75 cars daily on the additional trackage recently completed. The Urmston Grain Company is the owner of the elevator.

The McMillen-Kimmel Company has filed incorporation papers to operate grain elevators and flour mills with principal place of business, Ft. Wayne, Ind. The organization is capitalized at \$30,000. The directors are: Dale W. McMillen, W. G. Kimmel and J. W. McMillen.

Incorporation papers have been filed for the Rice Cereal Company of Ft. Wayne, Ind., capitalized at \$30,000. The company was organized to maintain and operate grain elevators. Amiel C. Gladieux, Simon E. Mentzer, William H. F. Moellering, Fred Eckart, Otis L. Friendline, Fred Wehrenberg and A. R. Schnitker are interested.

MINNESOTA AND WISCONSIN

A farmers' co-operative elevator company is to be organized at Hatfield, Minn., in the near future.

The R. E. Jones Company of Wabasha, Minn., has sold its elevator at Lakeland, Minn., to M. H. O'Halloran.

The grain elevator at Wabasha, Minn., has been taken over by the Hunting Elevator Company. Mr. Jones was the former owner.

A new coal elevator is to be built at Sleepy Eye, Minn., for the Sleepy Eye Farmers Elevator Company. The elevator will have a capacity of 1,200 tons.

Victor T. Peterson and others have incorporated at Atwater, Minn., as the Atwater Grain Company. The capital stock of the corporation amounts to \$25,000.

The Grange Co-operative Exchange of Crivitz, Wis., has been incorporated. C. A. Connell, Peter Van der Boomer and H. E. Parsons are among those interested.

The Johnston Fuel & Warehouse Company of Baraboo, Wis., has been sold by Elmer S. Johnson to N. H. Smith. He will continue the business as the N. H. Smith Fuel, Warehouse & Lumber Company and handle grain, feed, seeds, flour, etc. From 200 to 250 cars are handled annually.

Alfred Debroux, N. S. Debroux and J. O. Decker have organized the Badger Grain Company of Green Bay, Wis. The capital stock of the company amounts to \$10,000.

The Farmers Elevator Company of Albany, Minn., has been dissolved. The farmers will purchase the

elevator formerly conducted by the company and use it for a potato warehouse.

The Northland Rye Flour Mills Company of Stillwater, Minn., will in the near future increase the output of the flour mill to 800 barrels daily and triple the capacity of its present elevator and double the warehouse capacity.

A new grain elevator, hay warehouse and feed mill is to be built at Clayton, Wis., by Fritz Anderholm as soon as the weather permits. The plant will be 32x100 feet, it is reported, and will be equipped with modern machinery.

Half interest in the lease of the Rialto Elevator at Milwaukee, Wis., held by the Rialto Elevator Company, has been secured by the Donahue-Stratton Company. The Chicago & Northwestern Railroad Company is the owner of the plant.

The Grand Marsh Lumber Company has purchased the H. H. Peters & Son elevator and warehouse located at Adams, Wis. It is reported that Mr. Peters will retire from business. The new owners will conduct the plant on the same basis as the previous owners.

The half interest of Harry Miller in the Coffey-Miller Grain Company operating at Luverne, Minn., has been purchased by E. H. Moreland. The old firm name will be retained for the present. John Mannigel purchased J. P. Coffey's half interest in the company several months ago.

A grain elevator and flour mill, costing \$150,000, is to be built at St. Paul, Minn., for the Capital City Milling & Grain Company. The elevator will have a capacity of 200,000 bushels while the mill will have a grinding capacity of 1,500 barrels per day. The company will maintain its present location, however, which will give a combined capacity of 2,500 barrels flour daily. The capital stock has been increased from \$100,000 to \$250,000.

OHIO AND MICHIGAN

A 100,000-bushel elevator is to be built at Circleville, Ohio, for H. M. Crites & Co.

The Stiles Bros. is succeeded in the grain business at Fostoria, Mich., by P. I. Stiles.

The Clifford Gleaners Co-operative Elevator Company has been organized at Clifford, Mich.

The Union Grain & Hay Company of Cincinnati, Ohio, is no longer engaged in business there.

A new 50-horsepower gas engine is being installed in the elevator of the Elwell Elevator Company at Elwell, Mich.

The Farmers' Elevator Company has shut down its bean house at Corunna, Mich. As soon as deliveries warrant it, the plant will be reopened, it is said.

The Farmers' Co-operative Elevator Company of New Lothrop, Mich., has made arrangements for the construction of a grain elevator at Brent Creek, Mich., this spring.

Reports state that farmers around Woodland, Mich., are interested in taking over and operating the grain elevator there which has been standing idle for many years.

Farmers residing in Oxford Township, Ohio, are interested in the establishment of a grain elevator at Prouts' Station, near Sandusky, Ohio, on the Baltimore & Ohio Railroad.

D. F. Taylor's elevator situated at Canal Winchester, Ohio, has been purchased by Swope & Huston of Amanda. Mr. Huston will be manager of the plant after April 1.

Plans are under way by farmers in the neighborhood of Swartz Creek, Mich., for the organization of a grain, livestock and produce company, to be conducted on a co-operative basis.

The elevator at Berwick, Ohio, recently purchased from the Sneath-Cunningham Company by the Berwick Farmers' Elevator & Supply Company is now operated by new owners.

The Martin Dawson Company of Ypsilanti, Mich., will double the capacity of its elevator. The capacity will, after the wooden addition has been constructed, total 14,000 bushels.

The license of the Mt. Morris Elevator Company of Mt. Morris, Mich., has been suspended upon the recommendation of the Michigan State Food Administrator. The elevator company failed to comply

with the Food Administration's Regulations relative to the sale of flour.

The Ottawa Lake Elevator Company of Ottawa Lake, Mich., is increasing its capital stock from \$10,000 to \$30,000.

Arrangements are progressing at Lapeer, Mich., for the formation of a farmers elevator company there. The company, when organization is completed, will operate a co-operative elevator.

The McClure Grain & Stock Company of Napoleon, Ohio, has surrendered its charter to the state and hereafter will operate as a co-operative concern. It has been operating as a farmers' mutual company.

Articles of incorporation have been filed for the New Carlisle Grain Company of Carlisle, Ohio, capitalized at \$25,000. Geo. M. Malsbary, Chas. Mercer, Isaac Ulery, Frank R. Malsbary and James Harvey Black are interested.

Efforts are being made by local parties at Bowling Green, Ohio, for the organization of a farmers' co-operative elevator company there. T. F. Waugh, J. W. Fish, Frank Brandeberry, C. B. Newton and George T. Brim are interested.

A. D. Behymer, Perry C. Miller, G. H. Dustman, Lewis S. Brandon and W. T. Palmer have filed articles of incorporation as the Rockford Grain Company and will operate at Rockford, Ohio. The capital stock of the company is \$35,000.

The Farmers' Equity Union of Elida, Ohio, has made arrangements for the erection of a grain elevator there. They will operate as the Equity Union Elevator Company, under which name they were recently incorporated, and are capitalized with stock of \$25,000. I. Miller, Clement Culp, Geo. Gahman, C. F. Stemen and H. A. Lutz are interested.

IOWA

The farmers co-operative society at Denison, Iowa, has increased its capital stock to \$10,000.

Mr. Brich of Elliott, Iowa, recently purchased the Rothschild Grain Company's elevator at Lorah, Iowa.

The capital stock of the Farmers Co-operative Exchange at Essex, Iowa, has been increased to \$25,000.

The elevator situated at Rhodes, Iowa, has been taken over by Ellis Trilby who took charge of it on March 1.

The contract has been let by D. E. Shorrett for the erection of a 15,000-bushel elevator at Idagrove, Iowa.

The Roach Bros. of Plainfield are now the owners of the elevator at Bassett, Iowa, formerly owned by Granger & Putney.

The King Elevator Company of Marshalltown, Iowa, has equipped its establishment with a new corn drying outfit.

The contract has been let by R. E. Staben at Ireton, Iowa, for the remodeling and repairing of his elevator there.

A new grain elevator and corn handling plant has been constructed at Lamoni, Iowa, for the Farmers' Grain & Seed Company.

The elevators of the Farmers Elevator Company at Bennett and New Liberty, Iowa, have been purchased by E. P. Wingert.

The elevator at Milford, Iowa, recently purchased by Patsy Warren is to be conducted under the management of O. V. Critz.

N. J. Minnis has purchased the elevator at Ackley, Iowa, and will operate same. The plant is on the Illinois Central Railroad.

The Rothschild Grain Company of Atlantic, Iowa, sold its elevator at Atalissa to the Merchants Elevator Company of Davenport, Iowa.

The interest of Geo. Baumgartner in the elevator at Newhall, Iowa, has been disposed of to O. Kaerberle. Possession is to be given on April 1.

A new elevator is to be built at Bouton, Iowa, for the Farmers' Elevator Company of that town if plans now under consideration materialize.

The stockholders of the Farmers' Elevator Company at Clarion, Iowa, are contemplating increasing the capital stock of the concern to \$50,000.

Work has been practically completed on the new grain elevator of John Port at Carson, Iowa. Machinery has been installed and operations started.

The Wm. Grettenberg Grain Company of Pierson, Iowa, will build a 10,000-bushel elevator this spring which they will equip with a new dump and feed grinder.

The grain, lumber, coal and stock business at Central City, Iowa, formerly the property of Hatch & Brockman, has been purchased by the Farmers' Exchange of Central City.

The elevator of Granger & Putney at Nashua, Iowa, has been purchased by J. W. Pierce & Sons. They will overhaul the building and conduct it in connection with their cattle and poultry business.

The Rothschild Grain Company of Atlantic, Iowa, will rebuild its elevator at Marne, Iowa, which burned down during the second week of February. The capacity of the new plant will be 30,000 bushels.

In all probabilities a new farmers co-operative elevator will be erected at Bristow, Iowa. A committee has been appointed to raise the necessary funds and make plans for the erection of the new plant.

The property of the W. O. Sloan Lumber Company of Sheldahl, Iowa, has been taken over by the Farmers Grain Company of that town. The capital stock of the purchasing company was increased recently from \$10,000 to \$25,000.

Mr. Falk is president; Ed. Woodin, vice-president; Walter Klepinger, secretary-treasurer of a co-operative company which was organized at Coburg, Iowa. The firm has purchased the McBride Elevator and coal yards.

The elevator of D. M. Riggs at Lone Tree, Iowa, has been purchased by the Farmers' Union of Graham Township. The deal includes the corn cribs, office building and coal bins of the elevator. The consideration amounted to \$19,500 it is said.

EASTERN

Nelson Hooper may in the future deal in grain and hay at Amityville, N. Y., in addition to his present business.

The Scipio Patrons' Supply Company of Auburn, N. Y., will build a fireproof elevator and storehouse, replacing the one which burned.

Ernest E. Rogers has filed incorporation papers for the Patchogue Grain Company of New London, Conn. The company is capitalized with stock of \$20,000.

S. W. Granley and others have incorporated at Millheim, Pa., as the Coburn Grain & Creamery Company. The capital stock of the company amounts to \$25,000.

Incorporation papers have been filed for the Richmond Farmers' Co-operative Exchange of Richmond, Mass. H. A. Dorr is interested in the company which is capitalized at \$10,000.

F. R. Hansell, J. Vernon Pimm and S. C. Seymour have incorporated at Camden, N. J., as the Ottawa Milling Company and will engage in the grain and flour business. The capital stock of the company is \$250,000.

The Curtiss Grain Corporation was recently incorporated at Buffalo, N. Y., and has taken offices in the Chamber of Commerce Building, Rooms 225-227. The company operates the Curtiss Elevator and conducts a feed business also.

SOUTHERN AND SOUTHWESTERN

Reid & Hobaugh's elevator at Norman, Okla., has been purchased by R. F. Ellinger.

The Haskell Mill & Elevator Company's plant at Haskell, Okla., has been purchased by R. D. Breeden.

A grain elevator will be constructed at Florence, Ala., for the Lyle-Taylor Grain Company of Decatur, Ala.

The Albany Grain, Feed & Coal Company has been organized at Albany, Ala. D. F. Humphrey is manager.

J. E. Patton has sold his interest in the Patton Elevator Company at Texhoma, Okla., to J. W. Jordan of Guymon.

J. E. Sutherland is manager of the Winnsboro Grain & Grocer Company of Winnsboro, Texas., which was incorporated there recently to conduct a wholesale business.

The property of the Pawhuska Mill & Elevator Company of Pawhuska, Okla., has been purchased by the Harris Grain & Produce Company. The plant includes an elevator and mill.

A large grain elevator is to be built at Hickman, Ky., for the N. C. & St. L. R. R. Company. The establishment will be used for transferring grain from river boats and barges to cars.

Joe J. Battle will build and operate a grain elevator at Moultrie, Ga. This will be the second elevator situated at Moultrie, the first one being conducted as the Moultrie Mill & Elevator Company.

The Niles Public Elevator & Commission Company has been incorporated at Fort Worth, Texas, capitalized at \$1,000. The incorporators are: E. R. Kolp, William Mills and Donald Kolp.

Incorporation papers have been filed for the Bosserman-Wilson Company, Inc., of Staunton, Va., who

will conduct a grain and produce business. The company is capitalized at \$50,000 and was incorporated by L. B. Bosserman and others.

The Virginia Sales Company has been incorporated at Covington, Va. The capital stock is \$50,000. The company will engage in a wholesale grain, feed and fertilizer business. F. W. Humbert is president of the concern.

Work has been practically completed on the new 200,000-bushel grain elevator of the Blue Star Elevator Company at San Antonio, Texas. The company was incorporated recently and is under the management of the following officers: V. R. Hood, president; J. W. Howard, vice-president; W. H. Killingsworth, secretary and treasurer. Both the elevator proper and the 50,000-bushel warehouse are of concrete and steel construction. The plant is equipped with modern facilities for handling grain and is operated by electricity.

CANADA

The Dominion Government contemplates the erection of an elevator at Saskatoon, Sask.

The Southern Alberta Grain Growers' Supply Company has been incorporated at Taber, Alta., with a capital stock of \$500,000.

A Saskatchewan charter was recently granted the Farmers' Equity Elevator Company, Ltd., of Mitchelltown. The organization is capitalized at \$12,000.

A new grain elevator is being built at Rosebud, Alta., for the Pike Grain Company, Ltd., of Calgary. Probably the company will build another elevator soon after the completion of this one.

The Angus Mackay Farm Seed Company of Indian Head, Sask., contemplates increasing the capacity of its plant. It will either build a new fireproof elevator or else add new storage tanks to its present plant.

The Port Arthur City Council passed a strongly worded resolution protesting against Canada sending grain to Britain without a guarantee that it, or other grain for which it may be substituted, be not used for the manufacture of liquor.

The annual report of the United Grain Growers, of which company Hon. T. A. Crerar, Minister of Agriculture, is president, shows net profits of \$884,402 for the year ending August 31, 1917, compared with \$848,132 in the preceding 12 months.

THE DAKOTAS

R. A. Rasmussen has closed down his grain elevator plant at Palermo, N. D., for the balance of the season.

The elevator of W. N. Goodlaxon at Aylmer (Mail Martin), N. D., has been disposed of to George Fineman of Martin.

The elevator of the Duluth Elevator Company at Sherman, S. D., has been purchased by the Farmers' Elevator Company.

The St. Anthony & Dakota Elevators at Pisek, N. D., have been taken over by B. J. Schnedar. Joe Pavsek formerly conducted them.

The Farmers Elevator Company located at Howard, S. D., has purchased the property of E. J. Karlen and will handle grain, livestock, coal, etc.

The capacity of the elevator of the Farmers Elevator Company at Clyde, N. D., has been increased to 50,000 bushels. Modern and up-to-date machinery is to be installed.

The North Elevator at Wessington Springs, S. D., has been purchased by the local Farmers' Educational & Co-operative Union. They will remodel and enlarge it immediately.

Plans are under way for the erection of a farmers' elevator at Fessenden, N. D. It will be first to be erected under the new plan of the Equity Co-operative Exchange of St. Paul, Minn.

The Rosebud Lumber Company will build a 35,000-bushel elevator at Winner, S. D., this spring with a 20,000-bushel corn and oats bin attached. It will be equipped with two legs and be operated by electric motors.

The Northwood Mill & Lighting Company of Northwood, N. D., has been reorganized as the Northwood Grain Company. Eighty farmers in the neighborhood of Northwood are interested in the concern and have subscribed about \$35,000.

Farmers' around Norway Spur (mail Oakes), N. D., have organized a company there to operate a grain elevator as the Norway Spur Equity Exchange. The exchange will build a new elevator. Its capital stock amounts to \$15,000. The officers of the company are: President, A. F. Gramlow; vice-president, Swan Anderson; secretary, W. W. Denning; treasurer, A. H. Koch.

The Clement Equity Exchange was recently formed at Clement, N. D., by farmers in that vicinity for the purpose of organizing an elevator company. The company is capitalized with stock of \$15,000 and will be conducted under the following officers during the ensuing year: Gust Strutz, president; J. W. Lillibridge, vice-president; Wm. Homerberg, secretary, and Martin Morgan, treasurer.

The company will build a new grain elevator immediately.

ILLINOIS

The Inkster Bros. elevator at Buckingham, Ill., is now the property of J. A. Urbain.

W. P. Foote & Co., of Champaign, Ill., will build a new elevator near its present site.

The Farmers' Grain Company has bought the A. Wrede Elevator located at Piper City, Ill.

The Shontz Grain Company which formerly operated at Smithshire, Ill., has been dissolved.

A new drier has been installed at Argenta, Ill., in the elevator of the American Grain Company.

The firm of Davis Bros. & Potter will operate in the future as the Davis Grain Company at Toulon, Ill.

A firm is building a new grain elevator at Montezuma, Ill. N. McEvers is interested in the new enterprise.

The elevator at Herscher, Ill., formerly operated by the Inkster Bros., is now under the control of Fred Siedentop.

Farmers around Pleasant Hill, Ill., are making efforts, it is reported, to establish a company there to build an elevator.

The Colfax Grain Company's elevator at Elders Station (Colfax p. o.), Ill., has been completed and operations started in it.

The Stronghurst Grain & Merchandise Company of Stronghurst, Ill., has increased its capital stock from \$10,000 to \$20,000.

The capital stock of the Farmers Elevator Company operating at Graymont, Ill., has been increased from \$10,000 to \$30,000.

One half interest in the elevator and grain business of C. E. Davis, at Bourbon, Ill., has been purchased by Herman Ray.

The elevator at Boyer Siding Station (Buckingham, p. o.), Ill., has been taken over and will be operated by Mary E. Cooley.

The capital stock of the Lanesville Farmers Grain Company situated at Lanesville, Ill., has been increased from \$13,000 to \$16,000.

The Davis Bros. will in the future operate the elevator at Laura, Ill., which was formerly conducted by the Davis Grain Company.

The contract was let recently by the Samuel Hastings Company of Cairo, Ill., to L. A. Stinson of Chicago for the erection of a No. 5 Hess Drier.

The farmers around Fidelity, Ill., are interested in the organization of a company to establish an elevator there. The plant will be built this spring.

Farmers around Nokomis, Ill., are organizing a company there and will operate a grain business. F. Meier is temporary secretary of the organization.

Ed Pendleton's grain elevator at Mt. Sterling, Ill., has been purchased by John McPhail of Time-well. He will conduct the business in the near future.

The capital stock of the Andres-Wilton Farmers Grain & Supply Company at Wilton Center (r. f. d. Manhattan), Ill., will be increased from \$15,000 to \$30,000.

E. W. Jokisch has disposed of his elevators located at Boody and Blackland, Ill., to the Farmers' Co-operative Company for the consideration of \$27,000.

The Ellsworth Grain Company of Ellsworth, Ill., has disposed of its elevator to Richardson & Lauritson. The plant was formerly owned by the late G. G. Bartscht.

The E. B. Conover Grain Company has equipped its Burlington Elevator at Peoria, Ill., with a 30,000-bushel Hess Drier. The elevator has a capacity of 1,000,000 bushels.

Electric power is being installed in the elevator of Davis, Burton & Gardner at Pesotum, Ill. Two motors, one 25-horsepower and the other 15-horsepower, are to be installed.

The Omaha Elevator at Fullerton (r. f. d. Farmer City), Ill., which was formerly operated by J. N. Campbell has been purchased by the Farmers Union for the consideration of \$4,500.

Adolph Oberle has purchased from Wm. Hand an old mill at Nokomis, Ill., which he will convert into an up-to-date elevator. He expects to be able to begin business in it about April 1.

The Pike (Pike County), Rockport and New Canton, Ill., elevators of the Anderson-Banner Company of Louisiana, Mo., have been sold to M. D. King Milling Company of Pittsfield, Ill.

The old elevator at Sandwich, Ill., owned by James A. Patten, well known wheat operator, is to be torn down and the proceeds of the sale of the lumber is to be given to the Red Cross.

An interest in the Mansfield-Ford Grain Company which has headquarters at Illiopolis, Ill., has been purchased by Lee G. Metcalf. The company owns and conducts elevators at Illiopolis, Lanesville and Lake Ford. Metcalf retired from active

business because of ill health shortly after he retired from the presidency of the Grain Dealers National Association at the Baltimore convention.

C. P. Kline, G. C. James, C. A. Bryan, Fred Ruebush and Walter Keys have incorporated at Sciota, Ill., as the Farmers Elevator Company. The capital stock of the organization is \$15,000.

The Norris Elevator Company of Norris, Ill., will increase its capital stock and build a 20,000-bushel concrete elevator. J. A. Perrine is president and C. R. Lowe, secretary of the company.

The Davis Grain Company at Galesburg, Ill., has been dissolved as a company and its business will be conducted in the future as a partnership with Fred E. W. Davis and J. E. Potter interested.

Incorporation papers have been filed for the Bondville Grain & Supply Company of Bondville, Ill., capitalized at \$25,000. Henry G. Scoggin, Geo. Barker, and Cecil C. Rayburn are interested.

The Community Elevator at Hillview, Ill., has been completed. The capacity of the plant is 40,000 bushels corn and 20,000 bushels small grain. The elevator will be operated by electric power.

John S. Schable, J. O. Chambers, W. H. Ray, Chas. T. Dick and Max Scheffer have incorporated at Pierson Station, Ill., as the Pierson Grain & Supply Company. The organization is capitalized at \$30,000.

The Sullivan Elevator Company's three elevators located at Sullivan, Cushman (r. f. d. Sullivan), and Kirksville, Ill., have been purchased by E. W. Davis. L. B. Scroggin was the principal owner of these elevators.

The Farmers' Co-operative Elevator Company of Boody, Ill., was recently granted incorporation papers. D. L. Pistorius, W. F. Bailey, Frank Brown, F. N. Ward and Samuel Jokisch are interested in the new organization.

The capital stock of the Chatten Co-operative Elevator Company of Chatten Station (La Prairie p. o.), Ill., has been increased from \$12,000 to \$20,000, and the name of the company changed to the Chatten-La-Prairie Co-operative Elevator Company.

The old Fisher Elevator at La Salle, Ill., has been torn down. The structure was built many years ago by Geo. L. Blanchard. Later on he sold it to Michael Byrne from whom it passed into the hands of Joseph Kilduff. Mr. McCaskey is the present owner.

Incorporation papers have been filed for the Atwood Grain & Supply Company which will operate at Atwood, Ill., capitalized with stock amounting to \$25,000. Philo Wildman, A. R. Livengood, Guy W. Quick, H. S. Wildman and J. A. Kamm are interested.

The Merit Hardware Company has purchased from Henry G. Tewes the old grain elevator property at Chicago, Ill., for the consideration of \$20,000. The new owners will remodel the plant extensively and will then remove to it from Clinton Street, its present location.

The Ladd Elevator Company of La Salle, Ill., will resume business immediately under the management of J. E. Flaherty. The company nearly went into bankruptcy when its former manager H. M. Norris confessed that he had lost \$16,000 of the firm's funds speculating.

An addition is to be built to the plant of the Shellabarger Mill & Elevator Company of Decatur, Ill., which will give the company a corn milling capacity of 2,500 bushels daily. It will also increase the storage capacity 20,000 bushels. The new building will be 40x40 feet, three stories in height.

The recently incorporated Farmers' Grain Company of Chesterville (r. f. d. Lincoln), Ill., has made plans for purchasing the Holmes & Maurer Elevators there. The combined capacity of the two plants is 125,000 bushels and they have been operated for the past two years by the Holmes & Maurer company.

E. B. Hitchcock, secretary of the Illinois Grain Dealers Association, reports the following recent changes to be made in the directory of that association: At Sumner the business of the Gem Mill Company is now operated as the Sumner Flour Mill Company; Taylorville, McKenzie Company now the Farmers Grain & Produce Company, J. F. Ellis, manager; LaRose, LaRose Elevator Company has changed to Davis Bros. & Stevenson; Petersburg, D. S. Frackleton and Charter Oak Grain Company to Junction Grain Company; Clarion, W. C. Brokaw to Brokaw & Spaulding; Arlington, W. C. Brokaw to Brokaw & Spaulding; Zeiring, W. C. Brokaw to Brokaw & Spaulding; Princeton, W. C. Brokaw to Brokaw & Spaulding; Yorkville, E. Jeter to Jeter & Boston; Camp Point, Oliver & Liggett to T. L. Oliver; Piasa, J. T. Darnielle to H. T. Still & Sons; Downs, Downs Grain Company to Davis Bros. & Dougherty; Tuscola, C. E. Davis to Davis-Rose Grain Company; Libertyville, Home Lumber Company to W. J. Franklin Jr.; Pingree Grove, O. H. Schutte to E. A. Franzen; Cordova, E. Humphrey to J. C. Mackey; Curran, Farmers Elevator Company to Curran Farmers' Elevator Company, Fletcher Earles, manager; Elwin, G. S. Connard & Co., to Farmers Elevator Company; Piper City, Alvin

W. Wrede, to Farmers Grain Company; LaHogue, O. W. Maddin to Farmers Elevator Company (two elevators); Ivesdale (mail Sadorus), Baldwin Elevator Company to Stevens & Freeman; Raymond, Adolph Oberle, to Farmers Grain & Supply Company (2 elevators); Industry, Sullivan & Jewison to Bain Sullivan & Co.

MISSOURI, KANSAS AND NEBRASKA

The Frank Thomas Elevator at Columbus, Neb., has been purchased by Geo. Ryba.

The elevator of F. D. Sperry at Bunkerhill, Kan., has been repaired and enlarged.

The Farmers' Elevator Company has completed a new office building at Wahoo, Neb.

The East Side Elevator at Rushville, Neb., has been purchased by the Farmers' Union.

The elevator of the Kansas Flour Mills Company at Nettleton, Kan., has been closed down.

The farmers' new elevator situated at McCracken, Kan., has been completed and put into operation.

Capitalized at \$10,000, the Farmers' Grain & Mercantile Company was incorporated at Kipp, Kan.

Half interest in the grain elevator at Hoyt, Kan., has been purchased by Walter Winters of Topeka, Kan.

O. A. Talbott & Co., of Laclede, Mo., are interested in the probable erection of two or three elevators this spring.

Farmers met at Springranch, Neb., for the purpose of incorporating a company which will build an elevator there.

Numerous repairs are to be made on the engine house of the Farmers Elevator Company of Wilson, Kan., this summer.

The two elevators of the Dalton Grain Company at Brunswick, Mo., have been purchased by Mr. Bennett of Keytesville.

A motor is being installed by the Washington County Farmers Co-operative Union of Barnes, Kan., in its elevator there.

A. A. Tanner & Co., succeed the Barstow Grain Company at Daykin, Neb. The elevator has a capacity of 18,000 bushels.

A large grain drier is to be installed in the grain elevator at Kansas City, Mo., owned and operated by the Nelson Grain Company.

A site has been purchased at Gardner, Kan., by L. M. Blacker and a new grain elevator will be erected on it in the near future.

The Central Granaries Company of Lincoln, Neb., has dismantled the small warehouse at Marsland, Neb., and removed it to Dalton.

A grain elevator and feed mill is to be built at Thedford, Neb., by the farmers of that locality who are organizing a company there.

The Bert Bros. Elevator located at Berks Station (Crete p. o.), Neb., has been taken over by the Farmers' Co-operative Association.

Farmers interested in a co-operative company at Alden, Kan., will either purchase the farmers' elevator there or build a new one.

The Farmers' Union Co-operative Mercantile & Elevator Company has been incorporated at Oakley, Kan., capitalized with stock of \$10,000.

The contract has been awarded by the Farmers Equity Exchange of Hurley Station, near Dodge City, Kan., for a new grain elevator.

Farmers around Dunbar, Neb., have organized the American Farmers' Union and have purchased the elevator of the Murray Grain Company.

Incorporation papers have been filed for the Mulberry Elevator of Mulberry, Kan. The organization is capitalized with stock totaling \$15,000.

A. H. Hillis has purchased the elevator at Wynot, Neb., formerly owned by the King Elevator Company. C. Schaller is manager of the plant.

Jos. Kraus, C. M. Claussen and others have incorporated at Crete, Neb., as the Farmers' Union Co-operative Association, capitalized at \$25,000.

A new elevator has been completed for the Kellogg Grain Company at Doane (mail to Benkelman), Neb. The plant has a capacity of 35,000 bushels.

The Farmers' Grain Company of Saronville, Neb., will in the future handle live stock and has changed its name to the Farmers' Grain & Livestock Company.

H. D. Byram, Carl Young and others have incorporated at Decatur, Neb., as the Decatur Co-operative Company. The capital stock of the firm is \$25,000.

The Farmers' Grain Association of Benedict, Neb., will build a new house this spring or else make extensive improvements on the old establishment.

The Farmers' Elevator Company recently incorporated at Loretto, Neb., may in the near future purchase the elevator of the Nye-Schneider-Fowler Company.

Henry Bock, J. M. McGurk, Harvey Hanner, Albert Peters and John Medinger are the directors of the recently incorporated Farmers' Elevator Com-

pany of David City, Neb. The organization has a capital stock of \$12,000.

T. Brandt has filed incorporation papers for the Farmers Co-operative Grain Company of Surprise, Neb. The organization has capital stock amounting to \$25,000.

Capitalized at \$15,000, the Chapman County Co-operative Association has been formed at Chapman, Neb. The company will either build or buy an elevator.

A warehouse 24x40 feet is to be built by the H. B. Wheaton Grain Company at Hugoton, Kan., near its elevator. The warehouse will be used for storing seed and feed.

The feed and milling business of J. B. Billard at Topeka, Kan., has been taken over by the Derby Grain Company. Billard has been in the milling business for 35 years.

Jas. Brown has filed articles of incorporation for the Farmers' Elevator Company which will operate at Bigs Springs, Neb. The capital stock of the concern amounts to \$20,000.

Farmers around Linwood, Neb., are interested in obtaining possession of a grain elevator, and if no elevator already erected is available, they will build one in the near future.

The Zook Bros. Company of East Lynne, Mo., is interested in the construction of a 15,000-bushel elevator of galvanized steel construction equipped with modern machinery.

The Reno Flour Mills Company of Hutchinson, Kan., of which L. H. Pettit is the head, has let the contract for a 1,000-barrel flour mill and a 100,000-bushel grain elevator and warehouse.

A co-operative company has been organized at Crab Orchard, Neb., for the purpose of engaging in the grain business. The capital stock of the company is \$25,000. C. E. Jewell is secretary.

E. E. Day's elevator at Weeping Water, Neb., has been taken over by the Farmers Union which is now organizing a local company. Mr. Day retires from business after 35 years active service.

The Farmers' Equity Exchange, of which Frank Waln is secretary, has built a new grain elevator at Smithfield, Neb. The plant is equipped with a 15-horsepower engine, type registering wagon scale, automatic hopper scale and steel manlift.

The Highland Grain Company's elevator situated at Highland, Marcell (no p. o. station) and Ratcliffe (no p. o. station), Kan., with a combined capacity of 25,000 bushels has been sold to the Aunt Jemima Milling Company of St. Joseph, Mo.

The J. H. Teasdale Commission Company, the Mason Hawpe Grain Company and Powell & O'Rourke have installed three grain drying plants at St. Louis, Mo. The capacity of St. Louis for drying corn is now from 50,000 to 55,000 bushels daily.

WESTERN

A grain elevator is to be built at Baker, Ore., for the Farmers Milling Company, composed of a body of ranchers in that vicinity.

A concrete bulk grain elevator is to be built at Joseph, Ore., for local parties. H. D. Davidheizer is the promoter of the enterprise.

A 60,000-bushel bulk grain elevator is to be built for the Peacock Mill Company of Freewater, Ore., on the site now occupied by a warehouse.

Farmers in neighborhood of Alicel, Ore., have subscribed \$60,000 of the needed \$100,000 for the erection of a concrete grain elevator there.

A large concrete elevator is to be constructed at Hanford, Cal., for the Lacey Milling Company. The elevator will be 70x44 feet and will cost \$20,000.

A reinforced concrete municipal terminal elevator is to be built at St. Johns, Ore. The elevator will have a capacity of 1,000,000 bushels, it is reported.

A grain elevator with a capacity of 150,000 sacks of grain to be handled in bulk is to be built at Catlett Station, near Nicolaus, Sutter County, Cal.

The Globe Grain & Milling Company has made arrangements for moving its principal Imperial Valley Branch office from El Centro to Brawley, Cal.

Plans are under consideration by farmers in the vicinity for the erection of a grain elevator at Mockonama, Whitman County (Mail to Diamond), Wash.

The Mt. Vernon Grain Company and the Mt. Vernon Milling Company of Mt. Vernon, Wash., have been declared insolvent. Receivers have been appointed.

Farmers in the vicinity of Pomeroy, Wash., have made arrangements to build a grain elevator for handling grain in bulk with capacity of 100,000 bushels.

The Dubois Milling & Elevator Company of Dubois, Idaho, will probably build a new elevator and install a 25-horsepower gas engine in its present plant.

The Riverside Mill Company of Reno, Nev., has made arrangements for the construction of eight new warehouses in eastern California and western

Nevada and for this purpose has organized a warehouse company.

A grain elevator company has been organized at Billings, Mont., capitalized at \$10,000. The incorporators are: Frank B. Billek, John Hinds and J. W. Snellbacher.

A new elevator with capacity of 75,000 bushels is under course of construction at Newbill Siding, mail Dayton, Wash., for the Whetstone-Turner Warehouse Company of Dayton.

Farmers in the vicinity of Cuddeback, Idaho, have made arrangements to purchase 75 per cent interest in the stock of the 60,000-bushel elevator of the Tri-State Terminal Company.

Work has been completed on the new grain elevator of the Dement Bros. Company situated at Walla Walla, Wash. The capacity of the establishment totals 200,000 bushels bulk grain.

The Farmers Grain Agency and the Walla Walla Warehouse & Elevator Company of Walla Walla, Wash., will erect at that place a grain elevator with capacity of 100,000 bushels and costing \$35,000.

The Day & Hanson Security Company of Spokane, Wash., has completed a 30,000-bushel elevator in Powell County, Montana, on its ranch there. The plant will be used for grain for stock feed.

An independent grain elevator is to be built at Mabton, Wash., for farmers and business men around there. The plant will have a capacity of between 50,000 and 70,000 bushels, it is thought.

Geo. Bade, R. G. Still and Lewis Harder are making efforts to interest farmers in the establishment of a grain elevator at Bates (mail Milton), Ore. The capacity of the plant is to be 160,000 bushels.

The plant of the Springfield Mill & Elevator Company at Springfield, Ore., which was purchased by C. S. Williams and E. D. Paine has been undergoing repairs which are entirely completed. Operations have been started in the plant.

The Moscow Farmers Union, Moscow, Idaho, has made plans for the erection of a grain elevator, probably of reinforced concrete construction, of 75,000 bushels' capacity at Moscow. The business will be operated as a joint stock company.

A 100,000-bushel elevator for handling bulk grain is to be built at Imbler, Ore., for the Farmers Union. The plant will be of regular crib construction and will be equipped with latest automatic equipment, cleaners, etc. A roller mill will also be installed.

The Burroan Elevator Company filed incorporation papers recently to operate at Pasco, Wash. The president of the concern is L. E. Nolen; vice-president, F. G. Pierret; secretary, C. W. Emsworth; directors will include W. J. Knight, C. A. Ingalls and W. Y. Dent. The company will build and operate a bulk grain handling elevator plant.

The contract has been let for a 75,000-bushel bulk handling grain elevator at Tekoa, Wash., for the Farmers Union Mill & Grain Company. The plant will consist of 33 bins equipped with cleaners, a feed mill, screening grinder. The elevator will be equipped with a Richardson Cleaning plant of 1,500 bushels' capacity per hour. Electric power will be used.

Geo. Cochran is president; E. J. Cantonwine, secretary and treasurer and W. S. Cantonwine manager of the Dixie Elevator Company recently organized at Dixie, Wash. The elevator, which it will erect, will be of 40,000 bushels' capacity and will be operated by electricity. The plant will also be equipped with modern weighing and cleaning devices.

The present cleaning plant and warehouse of Henry W. Collins, Pendleton, Ore., will be remodeled by him into a receiving station for bulk wheat with a capacity of 70,000 bushels or 50,000 bushels more than present capacity. A dump scale is to be installed and other machinery for handling bulk grain. The improvement will cost in the neighborhood of \$10,000.

The business of the Royal Milling & Elevator Company at Milliken, Colo., has been purchased by the Farmers' Union Milling & Elevator Company of that place. The new company is capitalized with stock of \$200,000 with paid in capital of \$85,000. J. M. Collins is president; John H. Coleman, treasurer; D. T. Vinsonhaler, secretary, and David Roberts, manager.

A \$50,000 grain elevator is to be built, it is reported, at Cashup, between Steptoe and Thornton, Wash., on the Spokane & Inland Empire Electric Railroad by the recently organized Cashup Elevator Company. The organizers of the company are: Chas. Hart, Frank Davis, W. J. Stillson, C. T. Lathan and N. M. Crider. The capacity of the establishment will be 90,000 bushels.

The Farmers Union Warehouse Company of Palouse, Wash., has purchased the electric flour mill property from the Security State Bank for \$10,000. The plant has a capacity for 40,000 bushels grain which can be increased to 100,000 bushels. J. N. Collins is president; A. J. Webster, manager; J. E. Turnbow, secretary-treasurer of the company, which recently increased its capital stock from \$5,000 to \$10,000.

CONVENTION CALENDAR

March 16-18—Farmers Grain Dealers Association of Kansas, Wichita.

April 18-19—Western Grain Dealers Association, Ft. Dodge, Iowa.

May 21-22—Illinois Grain Dealers Association, Chicago.

May 28-29—Kansas Grain Dealers Association, Topeka.

June 9-11—American Seed Trade Association, Chicago.

July 9-11—National Hay Association, Cleveland, Ohio.

September 23-25—Grain Dealers National Association, Milwaukee, Wis.

OHIO CO-OPERATIVE DEALERS MEET

On February 22 the Farmers Grain Dealers Association of Ohio met at Toledo. Transportation problems were the principal subject of discussion.

The following officers were elected: President, John Miller, McClure; first vice-president, George Russell, Van Lue; second vice-president, F. M. Smith, Fostoria; secretary, Charles A. Latchaw; treasurer, Fred Ulery, McClure; directors, C. W. Palmer, Jewell; H. M. Eiseman, Deshler; Raco Waggoner, Lindsay; F. W. Dudrow, Green Springs; I. W. Loudon, Liberty Center; Guy P. Marvin, Findlay; L. I. Winch, McClure; M. Newson, Fostoria, and F. J. Dauer, Haskins.

The Association decided to meet next year in Cleveland.

STIRRING MEETING IN NORTH DAKOTA

The North Dakota Farmers Grain Dealers Association held a 3-day session at Bismarck beginning March 5. The program was one of the best in the history of the organization, some of the speakers being Governor Lynn J. Frazier; Dr. E. F. Ladd of North Dakota Agricultural College; R. C. Miller, Federal Grain Supervisor; C. L. Packard of Elliott; J. W. Shorthill of York, Neb.; Clifford Thorne of Chicago; F. S. Betz of Chicago; Attorney-General William Lauger of North Dakota; James A. Little; Judge A. M. Christianson and P. E. Knudson of Eckelson.

The patriotic rally held on Thursday evening was the most enthusiastic meeting of the kind that has been held in North Dakota since the war started.

ILLINOIS DEALERS SELECT CHICAGO

The Board of Directors of the Illinois Grain Dealers Association met at Hotel La Salle, Chicago, Thursday afternoon, March 7, at 1 o'clock.

The secretary made a financial report for the period from May, 1917, to March, 1918, offering a comparison with the same period of the previous year. For the present fiscal year receipts have totalled \$6,706.14, with expenditures \$7,130.17. There is, however, no deficit, as the money in the treasury at the end of the last year was not figured in the report. Receipts were better last year than during the current year, but expenditures were greater.

It was evident to the Board that it would be absolutely necessary for the progress of the association in these times to have a greater dues income. A motion was carried for the appointment by the president of a committee to work out a resolution for a change of constitution in regard to dues, Directors Christy, Sinclair and Murray being named.

Two invitations were considered by the Board for the meeting place for the next convention. These came from Peoria and Chicago. It was finally decided that the twenty-fifth annual convention of the Association should be held at Chicago, Tuesday and Wednesday, May 21-22, and that the Hotel La Salle shall be headquarters.

The Board's Executive Committee for the convention consists of Directors Schultz, Wayne and Dewein, and President McCune and Secretary Hitchcock, ex-officio.

There was considerable discussion of the claims situation, participated in by T. E. Hamman of Milmine, chairman of the Claims Committee, and C. E. Graves, Weston, chairman of the Resolutions Committee, who had been invited to sit in at the meeting. The Executive Committee (Directors Wayne, Hill and Dewein) was directed to attend the National Association's conference on I. C. C. Docket 9009 at Chicago, March 14, which will also be attended by Attorney Bach who has handled the negotiations of the Illinois Association with the

carriers. Illinois has been a pioneer in this movement.

B. P. Hill, treasurer of the 100 Club, handled by the Executive Committee, reported \$2,300 in cash on hand and promises from several others. It was decided that the directors will campaign individually among their friends in the membership to complete the desired 100 members for the club.

TRI-STATE ASSOCIATION ORGANIZED

On February 21 at Minneapolis the Tri-State Grain Shippers' Association was organized. This body is composed of shippers from Minnesota, North and South Dakota. The object of the new organization will be to further the interests of grain shippers in spring wheat states, to create a more friendly feeling among its members, to encourage better grain production and handling facilities and to protect its members against the trade abuses of unworthy practices. Any one actively engaged in running a country elevator is eligible for membership.

A. E. Anderson of Cottonwood, Minn., was chosen president; B. P. St. John, Worthington, Minn., vice-president; H. R. Wollin, Marshall, Minn., treasurer, and J. H. Adams, Minneapolis, secretary.

Directors chosen were: J. J. Connors, Nortonville, N. D.; August Evert, Pillsbury, N. D.; Nels Tacklind, Drayton, N. D.; F. N. Thiesen, Woonsocket, S. D.; B. D. Bascomb, Clarke, S. D.; A. E. Anderson, Cottonwood, Minn.; J. T. Johnson, Ihlan, Minn.; H. Thiede, Eyota, Minn., and T. F. Dahl, Minnesota, Minn.

CONVENTION OF MICHIGAN DEALERS

The midwinter convention of the Michigan Hay and Grain Association, held at Hotel Cadillac, Detroit, Thursday afternoon, February 14, was one of the best attended in the history of the organization. It was called to order promptly at 2 o'clock, by President T. J. Hubbard, of Mt. Pleasant. After the invocation has been given, the Association was welcomed to the city of Detroit by C. R. Huston, president of the Detroit Board of Trade. Mr. Huston called attention to the excellent location of Detroit as a market center, its rail and lake facilities its promptness in making inspection and weighing, and concluded by extending a cordial invitation to the city to the visitors.

F. L. Young of Lansing responded to Mr. Huston's address, saying that at the present time there is no business more deserving of special attention than the grain business and that all in the world should realize the necessity of playing the game square and of being satisfied with only nominal profits at the present time, and of adhering more closely than ever to the requirements called for.

President Hubbard then addressed the meeting, first pointing out the conditions which handicapped dealers. After the hay crop had been harvested, the labor shortage made it impossible to operate balers. After the hay had been baled it was next to impossible to get the farmers to leave home long enough to deliver the hay to warehouses or railroad stations. Finally, everyone was up against the car shortage problem. Farmers showed a willingness during the months of September and October to market wheat, rye and oats quite freely but when values on corn started to advance, and oats and rye naturally followed, the farmer held his coarse grains and used wheat for feeding his stock. He felt that there should have been a clause in the Food Control Act preventing farmers from using wheat in any way as food for livestock.

He urged dealers to help the Government by relieving railroad equipment as promptly as possible, and gave as his opinion that the time is not far distant when the Government will set a market price on corn, oats and barley, which will be below the present wheat values and will consequently have a tendency to discourage feeding of wheat by farmers.

Following the president's address John L. Dexter of Detroit spoke on the subject "Licensing Grain Shippers." He detailed his experiences on his trip to Washington, telling of his meeting with Hoover, Barnes and other Food Administration officials, and outlined the policy that the hay and grain men must follow in order to co-operate properly with the Government. Licenses, he said, would no doubt prove bothersome, but the necessity of the situation made it necessary to issue them. It is primarily the idea of the Government by this means to get a line on where the hay is, and to ship it to where they need it. It is the duty of every hay dealer to co-operate with the Government to this end, he said, and in this way to do his bit which he should do gladly.

Following the conclusion of Mr. Dexter's remarks George S. Bridge of Chicago spoke on the subject

assigned him: "To Whom Should Licenses Be Granted."

"Licenses should be taken out by every one in the trade," he said. "It is important that we should work along certain lines. I trust that every one in the trade will take out a license and file their reports promptly. If a price is put on coarse grains, hay will undoubtedly come in with those on account of its relationship to the coarse grains. It is going to work a little hardship for some time to come. However, consider our proposition as compared with that of the boys in the trenches."

The subject of licensing aroused a good deal of attention in which the scoop shovelers came in for a considerable share. The consensus as developed by the talks was that some method of regulation should be found for this class although legal difficulties, it appeared, made regulation difficult.

Secretary Charles Quinn of the Grain Dealers National Association speaking of the activities of that body in regard to the scoop shovelers said the National Government had been asked to give a ruling as to whether the scoop shovelers could be put out of business by giving them licenses and regulation, and that the Government had ruled against discrimination as to its citizens. In many localities, especially in the far West, no facilities are provided for shipping grain. These shippers send two or three cars a year and some provision had to be made for cases of that kind where there are no elevators. In cases of that kind Federal laws cannot discriminate.

Various suggestions were made by members on methods of regulating the scoop shovelers, and it was evident that the subject was of pertinent interest. The suggestion having been made by Mr. Barnes that scoop shovelers could be put out of business by refusing them cars, Mr. Quinn replied that the Government could not under the common law take adverse action in a matter of this kind. President T. J. Hubbard finally suggested that the convention had better wait until the new law was passed before taking action. If any member found persons doing business without a license he suggested reporting the matter to Mr. Graham, attorney for the Association, who would take it up with the Bureau of Markets at Washington.

At this point the following resolution was offered by George F. Diamond:

Resolved, that it is the sense of this Association that the acreage of barley should be increased, as barley is the best possible substitute for wheat flour and also the best possible substitute to mix with wheat flour.

J. Vining Taylor, secretary of the National Hay Association, who was down on the program for a talk on his organization said that he had mislaid his portfolio containing notes for his speech and begged to be excused.

Secretary Charles Quinn of the National Association then said:

In this war that now confronts the nation every citizen should feel that the time has passed when he should cavil or complain at the little annoyances that the Government has found it necessary to impose upon him in the conduct of his business. Those who go to Washington and get into touch with such men as Mr. Barnes and Mr. Hoover come back filled with that enthusiasm and desire for service to help their country and win this war. The purpose of these big men in Washington is to show that democracy can win and will win.

Mr. Quinn then detailed the difficulties with which the National Association was contending in the matter of adjustment of conditions which prevailed in different parts of the country. In Iowa, for instance, there are 400,000,000 bushels of soft corn and of this corn 30 or 40 per cent is merchantable. He told of the limited drying facilities of the terminal markets, and of the difficulty in securing sufficient cars to move even a portion of the soft corn. Scrapped cars retired from service had been purchased, pressed into use for the removal of the corn, and yet the facilities afforded were only a fraction of those required.

The dealers of the Northwestern States, Minnesota, Dakota and Iowa, are complaining that the present grain standards are too drastic. Red River Valley wheat is docked heavily. Another problem which confronts us is as to what the Government is going to do as to putting the price on the coarse grains. No one knows what the Government is going to do. If next year's crop of coarse grains is small or something of a failure we will have a maximum on all coarse grains. As you know the option price of corn was placed at \$1.28. Now the question is: Will the Government permit option trading in order to permit handling stocks in the terminals? Some way of hedging must be found, or who will assume charge of the corn on the Chicago market?

George Diamond made the statement that 1 cent was too small a margin for handling wheat. It was also stated that Minnesota mills getting 10 cents profit per barrel of flour in peace times were now making 25 cents per barrel.

Mr. Quinn stated that the Government intended to increase the moisture contents allowed in No. 2 red wheat and also that there would be some changes in spring wheat.

"Transportation" was the subject of an address by Secretary J. C. Graham of Jackson, who said:

No one today wants to talk on the subject of transportation. There are two reasons. First, no one wants to throw a monkey wrench into the machinery and second, should you take an opposite point of view, no matter if the criticism is friendly, you are looked upon as being unpatriotic. However, there is some criticism that is just. It is so easy for a newly appointed government official to lose sight of

the fact that he is a servant of the people and it is equally easy for the management of the railroads to lose sight of the fact that they are public utilities. As your secretary I believe there are certain facts of which I have knowledge that I must give you.

At the time of the co-ordination of the railroads to assist the National Government a committee of national defense was appointed at the American Railway Association with headquarters in Washington. There were regional committees appointed in different parts of the country that reported to this central committee. On these regional committees was one member of the Industrial Traffic League representing the shipping public.

You all know the results accomplished through speeding up the release of cars and heavier loading brought about through shippers' efforts. This did not seem satisfactory as the first orders issued by Mr. McAdoo were the demurrage and reconsignment orders which were absolutely without consideration for the co-operation previously given the railroads by the shipping public and which enabled them to make such a splendid showing to the Government. This resulted in a meeting of the National Industrial Traffic League in Chicago at which time your secretary was present.

Probably I can best illustrate the sense of that meeting by saying that one of the best known and broad gauge industrial traffic men who had rendered wonderful assistance in increasing transportation facilities refused to serve any longer on a committee where the public could not have representation. The committee was appointed to go to Washington and get some representation for the public. No definite report has been made by this committee, but we know it was shown that the demurrage order would break itself down by its own weight and was modified to take effect February 10. It also seems that Luther M. Walter, appearing for the shipping interests, will in a measure represent us on the Board.

A local effect of Government control came about three weeks ago when a local official ordered cars of hay to be unloaded wherever they were in transit, or they would be assessed demurrage or be placed in public storage. This was entirely without basis of law on orders to the director-general of railroads. The order was withdrawn and John Dexter is still looking for the man who issued it.

Before the Government took the railroads, although feeding stuffs were given priority, the railroads made an exception of hay, classing it with non-essentials. I want to call your attention to the fact of priority of production and priority of transportation which are two separate propositions, and controlled by two separate and distinct boards. I suggest that in the future you see to it that hay has priority of transportation with other feeding stuffs for animal consumption.

The following resolution was then passed: Resolved, that the Michigan Hay and Grain Association in midwinter convention assembled at Detroit, February 14, 1918, being vitally interested in the movement of hay and grain with as little lost motion as possible unanimously go on record respectfully requesting that Director General McAdoo in appointing the Advisory Board recognize the shipping public on said Board.

Adjournment was taken at about 5 o'clock, and at 7 o'clock the guests were banqueted at the Hotel Cadillac, an excellent vaudeville entertainment being given in connection with the banquet. A feature of the evening was a talk by Major Russell of the Canadian Army on his experiences in the trenches.

MISSOURI DEALERS AT ST. LOUIS

The fourth annual convention or "war meeting" of the Missouri Grain Dealers Association was held at the Planters Hotel February 26 and 27. There were about a hundred members present when President J. L. Frederick called the meeting to order at 10:30 a. m. John O. Ballard, president of the St. Louis Merchants Exchange, welcomed the delegates in behalf of the Exchange.

Responding for the Association President J. L. Frederick thanked the St. Louis Merchants Exchange for the moral and financial support it gave this Association and for receiving the meeting.

REPORT OF SECRETARY

The secretary's annual report by D. L. Boyer was as follows:

When we sent out our Bulletin No. 28, we announced that our coming convention was to be a war convention. This was done because the old slogan of "business as usual" is a thing of the past.

The paramount business of the United States at this time is the winning of the war, and the activities of the American people are directed to this end. We can think only of the successful prosecution of the war—in its every phase—for the end of the war is nowhere in sight. We shall be successful in the measure that we put business before pleasure and the war business before our business. The production, manufacture and distribution of its articles, which are necessary for the maintenance of the population of a nation engaged in war and for the support of its armies in the field must be stimulated in every possible way. With these thoughts in mind we have arranged our program to conform with them.

The year 1917 will go down in history as being the hardest and most trying year the grain and milling trade of this country has ever had to witness or ever wants to experience again, but if we are honest with ourselves, we cannot help from admitting that it looks like our darkest period is yet to come.

The past seven months have been so full of trials and troubles that the average man is just beginning to be able to come up for air and to realize the whys and wherefores of our changed conditions.

More legislation vitally affecting the grain trade, has been enacted in the past year than during the entire preceding decade, such as special taxes and duties, price standardizations, income taxes, excess profits, interstate commerce, food regulations and control of raw materials and on top of these Congress is now considering further regulation and control that is of even more importance than any of the above mentioned things.

Rules and Restrictions.

The grain and milling trade are now operating under rules and restrictions that have seemed at times almost unbearable, but through it all they have shown a spirit of sacrifice that could only be inspired by a sincere desire to help their country in any way possible and by laying aside all thought of personal gain or ambitions.

We have not heard of a single instance of any of

our members willfully violating any of the instructions of the Food Administration and where there has been any neglect or seeming abuse on the part of the trade it has been traced to a lack of understanding of the instructions.

The Effect on the Associations.

The chaotic conditions have to a certain extent been a benefit to the Associations as they have forced some of the grain trade to wake up to the need of organizations such as ours and we have had the pleasure of receiving 51 applications for membership since our last annual meeting.

This is, however, a very small per cent of the eligible grain dealers and millers of this state who as yet have not joined with us in our work and we sincerely hope that they will in the very near future give this matter due consideration and decide to join with us in sharing our burdens along with our profits.

Other Problems.

While a great part of our time is being taken by the Food Administration, we must not lose sight of the other knotty problems that we have had to handle as some of them are still hanging fire. During the early part of last year the present uniform wheat grades were put into effect and as soon as we received them we started holding conferences and local meetings where they were discussed thoroughly by the trade and a pretty good understanding was obtained of the new rules by this method. Since that time the Department of Agriculture has held meetings over the country getting the trades' impression of the grades for the purpose of changing any of the regulations in case the bulk of the trade felt that they were too exacting. The Association was represented at the Chicago and St. Louis hearings. We have had other matters to consider such as the Missouri Feed Law and the Loss and Damage Claims hearing, which was held in Chicago in September. The outcome of these different problems have been explained to you in our bulletins and it is not necessary for me to go into detail about them at this time.

There is one other problem that is certainly worthy of mention and that is the corn and car situation. Most of you are familiar with our recent efforts in regard to the car situation and the results that we have obtained. The corn troubles are going to be discussed with you by Marshall Hall tomorrow morning.

Receipts and Expenditures.

Receipts—Total	\$6,543.81
Expenditures—Total	4,883.63

Leaving a balance on hand Feb. 26, 1918...\$1,660.18

Our Work for the Coming Year.

Our business during 1918 will be dominated by the war and our efforts will be expended towards a speedy termination of the same.

The difficulties of forecasting trade conditions in normal times are now accentuated by the greatest military venture the United States has ever entered upon. At the present time we can only hope to anticipate some of the larger movements which will probably characterize the coming year. It is inevitable that cases of individual hardship will arise and curtailment of the production of non-essentials will naturally come as the production of war necessities increases. Our work will be to continue our loyalty to our Government and to prove our loyalty to ourselves in the performance of our duty.

If there should be dissatisfaction concerning the present prices or the details relating to production or distribution of grain, production and deliveries must continue without interruption or decrease, leaving any questions at issue to be settled at a later date. So long as the attitude of those in control of governmental affairs, towards producers, remains as it is at present, it must be the effort, as it will be the pleasure, of every one, of the latter to do his part unselfishly, whole heartedly and constantly.

W. W. Pollock, treasurer, reported the Association's finances in excellent condition as given by Secretary Boyer's paper.

The chair then appointed the following committees:

Resolutions: J. J. Culp, Chas. A. Geiger, Tom Teasdale.

Auditing: A. C. Harter, F. W. Eggers, D. B. Kevil.

Nominations: Wm. Pollock, Cecil Walker, Erick Picker, O. J. Woodridge.

AFTERNOON SESSION

The afternoon session was opened up with an address by E. C. Eikenberry, president of the Grain Dealers National Association, on "The Organized Grain Trade and the War." This paper is so vital in its analysis of present conditions that we have held it over to reproduce in full in next month's issue.

SECRETARY QUINN'S ADDRESS

Secretary Charles Quinn of the National Association followed Mr. Eikenberry. He recited some of the difficulties of the trade and how they had been met, but warned his hearers that worse might follow. He predicted that a maximum price for coarse grains might be fixed next year if there was a small crop and necessity made it advisable. He called attention to a bill which had just been introduced into Congress which, if passed, would undo the work of years in that it would make grain grades a political asset. The bill is H. R. 10105.

P. P. Lewis, president of the State Board of Agriculture told of the efforts of the Board in advising the farmer of the heroic service they can perform in helping their country win the war by raising larger crops, etc.

The Nomination Committee gave its report and the following officers were elected by acclamation: President, J. L. Frederick, St. Joseph; vice-president, J. S. Clingenberg, Concordia; treasurer, Wm. Pollock, Mexico. Directors, A. C. Harter, Sedalia; D. B. Kent, Sikeston; F. W. Eggers, Hermann; J. W. Boyd, Joplin; S. R. Carter, Hannibal.

D. L. Boyer was reappointed as secretary of the Association for another year.

THE SECOND MORNING SESSION

The second day's session opened with an address by Wm. P. Carroll, Federal Supervisor for the Twentieth District for Chicago, who spoke on "Uniform Grain Grades." He described the manner in

which grades were arrived at and paid particular attention to the dockage system in which he showed that the profitable way to handle dockage was to take it out before the grain was shipped.

COMMITTEE REPORTS

A. C. Harter reported the Auditing Committee had found the treasurer's report correct.

C. A. Martin of St. Louis, chairman of the Transportation Committee, stated that the principal development of the year was the adverse decision of the Missouri Public Service Commission for equitable rates in central and northwestern Missouri. The loss and damage claims was a subject that could not be considered too often, and that concerted action is desirable to offset the combined legal talent of the railroads in approving and extending payments thereon.

J. D. Mead, Fort Scott, chairman of the Arbitration Committee and J. J. Culp, Warrensburg, chairman of the Resolutions Committee submitted a resolution endorsing the action of the National Association in pledging its loyalty to the Government for war. It was passed unanimously.

MR. HITCHCOCK'S ADDRESS

E. B. Hitchcock, secretary of the Illinois Grain Dealers Association, was called upon in connection with the transportation activities, and the loss and damage claims as handled by his association, as follows:

I could not possibly begin to tell you about this case in five minutes. We have been for over two years wrestling with the railroads in the courts. It has cost the Association \$2,500 to get through the lower courts, and we are not going any higher, because we have not got the money. We got what we consider a favorable decision.

I believe you will be more interested with that phase of this Decision 9009 of the Interstate Commerce Commission. Two years ago a very plausible representative of the railroad presented himself at my office and said the railroads wanted to get together with the shippers. I thought that a very remarkable state of affairs and that it should not go by default. * * * This gentleman asked that we submit a brief from the shippers of Illinois against the railroads of Illinois. Our attorney drew up a brief and told the railroads just what was the matter. We thought the time had come for the shippers to co-operate with the railroads instead of fighting the railroads; that we were very closely related; that after all the country shipping station was only a point of transit, a very important factor in the railroad business, and it was high time the railroad appreciated us a little more and made some allowance for our claims. * * * The reason for the bad blood existing between the shippers and carriers was primarily this matter of claims and adjustments. The President of the Illinois railroads appointed a committee to confer with us. That committee conferred and conferred and conferred—I think we had six conferences at our own expense. We engaged our attorneys at some expense. We met with them time and time again, and were sure that the railroads of Illinois with the railroads of the United States wanted to get right with the shipper and work with the shipper. When we came down to cold facts and asked for a decision on our offer for an agreement for the payment of claims, there was some beautiful stalling, it was the best exhibition of stalling I have ever seen. Two years ago Mr. Maegley was with us and he then made the basis for the stalls which he put up all through the piece. At our last conference in December we were pretty close together. We were prepared to put in a general scale inspection and to engage in a missionary enterprise with our membership to bring up our scales to a better condition than they had been in the past. Mr. Maegley came to that conference with a mass of information a foot high and he proceeded to show us the discrepancies between elevator weight and terminal market weight—and we said "Mr. Maegley, we know it, we admit it, there is no doubt a discrepancy but let us try to get down to this question. The railroads had always said the Interstate Commerce Commission would permit no agreements for the payment of claims. Just before this last famous session the Interstate Commerce Commission had made its fight in this case 9009—so when Mr. Maegley sprang this mass of data on us, which he had been collecting for months past, we said to Mr. Maegley, "You told us the Interstate Commerce Commission would allow no such agreement, now the Interstate Commerce comes out and quotes the agreement we submitted to you. Let us submit this as a tentative agreement between the shippers of Illinois and the railroads of Illinois." The railroad representatives then adjourned for conference. They came back in about an hour and they said they were unable to act for the railroads of Illinois and that after all this was an interstate question and not an roads of Illinois could not possibly be binding on the railroads of the United States. They agreed, however, to have an early conference in 1918 when they could submit a proposition to the Interstate Commerce Commission for its approval. We have not yet been called together to hear their counter proposition—and gentlemen I do not believe we will ever be. The hope of the grain trade getting a solution for this loss and damage problem, which is the most vexing problem the country shipper faces because he is powerless, he cannot do anything, he is at the mercy of the Freight Claim Agent. The only hope you have is in this conference which Mr. Goemann has called for March 14—and I seriously hope you will join Illinois and the other state associations in that conference and let us present to the railroads of the United States an agreement for the approval of the Interstate Commerce Commission. Then, and then only, will we get anything.

QUESTION—Will you explain how you handle your Claims Bureau?

If you are contemplating establishing a Claims Bureau Association I extend sympathy, Mr. B—. It is full of woe and that is about all. The only advantage that lies in a Claims Bureau organization is in every member of the Association filing his claim through that bureau and only through that bureau, and then with the power of such an organization back of your claims you have a big stick with which to face the claim agent. * * * We have the rule that anyone filing claims through our Claims Bureau must file all claims through our Claims Bureau. You cannot very well expel a member for not filing his claim with you. Anyone can withdraw claims at any time, and they do some times. * * * We handle all claims on a basis of 10 per cent of the amount collected and we as a Claims Bureau have never made

a compromise with the railroads on a claim, and we have collected a great many claims that have been declined and declined again by the railroads. We have filed through the bureau approximately 8,500 claims. Some are still pending, declined or not acted upon by the Claim Agents. Possibly 2,000 claims of which the majority are non-leaking car claims. * * * It is simply the fact of the irregularities from the whole bureau working together that makes it hard, and it is because all Illinois members have not filed claims through our Association that our Claims Bureau has not been more successful than it is. If you would all agree to file your claims through your Association you could get effective action. * * * You can fight a claim for \$11 or \$12 through the court and they will settle this claim for 40 per cent or 50 per cent and the individual, the grain dealer, falls for it. If the grain dealer would say nothing about it—if it is a just claim pay it, if it is not a just claim do not pay anything on it. There is no such thing as a claim that deserves a compromise in my judgment. It is either due in full or nothing. If all the shippers of Missouri would stand behind their Association and say "pay all or nothing" and if you would file all your claims through your Claims Bureau, then I think you might have a successful bureau.

Edw. M. Flesh, second vice-president of the Food Administration Grain Corporation, briefly outlined their work and answered a series of questions offered by the delegates present, bearing out the fact that the administration endeavors to solve the difficulties with which they are confronted under

these new conditions in the distribution and allotment of wheat to the mills of the country to the satisfaction of the grain milling trades.

Dr. L. A. Fitz for the Bureau of Chemistry at Washington talked and demonstrated the causes of grain dust explosions. He also showed stereopticon pictures of the destruction caused by such explosions in grain elevators at Buffalo, Omaha and other points.

An elaborate banquet was given at the Planters Hotel for the delegates by the Merchants' Exchange members, at which J. Ralph Pickell delivered his famous lecture entitled "Looping the World in War Times."

TOPEKA HOST FOR KANSAS DEALERS

The Kansas Grain Dealers Association by a referendum vote selected Topeka as their place of meeting for the annual convention on May 28 and 29.

Neither the speakers nor the subjects for discussion have been selected, but the Kansas Association always gets down to brass tacks in its meetings, so it is safe to predict some interesting sessions.

FIRES—CASUALTIES

Waupaca, Wis.—Peterson & Sons' elevator was damaged by fire.

Orleans, Mich.—Wardrop & Robertson's elevator and feed mill was destroyed by fire.

Doylestown, Pa.—The feed establishment of Amos Haigh of Paletown located at this point was damaged by fire.

Bangor, Maine.—The Eastern Grain Company's stock of grain, flour and feed was damaged with a \$15,000 loss.

Lancaster, Texas.—On February 25, the J. L. Winniford Elevator burned. The loss incurred amounted to \$20,000.

Freeland, Mich.—The bean elevators of A. D. Laur here burned recently. The loss amounted to \$2,000 with 300 bushels of beans.

Drinkwater, Sask.—The grain elevator owned by Conger & Co., was totally destroyed by fire. The company intends to rebuild at once.

Cairo, Ill.—The elevator of the Cairo Milling Company was damaged by fire with loss of \$20,000. About five cars of grain were destroyed.

Winona, Minn.—The office at the Gould Elevator burned. The fire was brought under control before any damage was done to the elevator proper.

Minneapolis, Minn.—On February 16, John Wolfersperger's elevator burned with \$2,000 loss. The power plant of the elevator was not touched by the fire.

Elmwood, Neb.—On February 23, the elevator of J. H. Rogge & Co., burned. About 2,000 bushels oats and 1,500 bushels corn lost. Total loss was \$3,000.

Glencoe, Okla.—With 250 bushels kaffir corn the elevator here burned. Jos. Adusly of Stillwater was the owner of the plant. The origin of the fire is unknown.

Little Rock, Ark.—The Brown & Oglesby Grain Company's plant was damaged by fire to the extent of \$1,800. The loss was partially covered by insurance of \$1,400.

Wellsville, Kan.—The Star Grain & Lumber Company's elevator here burned with a loss of more than 13,000 bushels oats, 2,000 bushels wheat and 2,000 bushels corn.

Rosedale, Kan.—The grain drying building of the Memphis Elevator Company burned on March 4 together with 4,000 bushels corn. The fire started from overheated steam pipes.

Rosenfeld, Man., Canada.—The elevator owned by the Lake of the Woods Milling Company burned with loss of \$15,000. About 8,000 bushels wheat and 1,000 bushels barley were burned.

Nanton, Alta.—The office and engine room of the Alberta Pacific Elevator Company here was destroyed by fire with a loss of \$40,000. M. J. Armstrong is manager of the plant.

Cairo, Kan.—On February 27 the Cairo Mill & Elevator owned by the McClure Grain Company of Hutchinson, Kan., burned. Sparks from an engine is thought to have caused the fire.

Burns, Wyo.—The Farmers Elevator & Milling Company's elevator burned with grain valued at \$25,000. The contents, including 5,000 bushels wheat, 1,500 bushels oats, 15,00 bushels rye and 1,600 bushels flax, were destroyed. The origin of the fire is unknown.

Grand Junction, Colo.—On February 15 the plant of the Grand Junction Seed Company was burned.

The main building was destroyed together with wheat, oats, barley and alfalfa seed.

Cedar Rapids, Iowa.—On March 3 the warehouse owned by William Volz was burned and about 15 tons of tamed hay damaged by the flames. Insurance of \$2,000 was carried on the building.

New Orleans, La.—Jacob Zollenweider, an oiler employed in the Public Grain Elevator, was caught in the belt conveyor and crushed to death before fellow workmen could come to his assistance.

Minto, N. D.—O. Johnson, manager of the Farmers Elevator here, was seriously injured when an explosion of gasoline occurred in the plant. His clothes caught fire and he was painfully burned.

Denver, Colo.—The plant of the Rio Grande Fuel & Feed Company was destroyed by fire. The damage to the property amounted to \$1,000. A large quantity of grain and alfalfa hay was destroyed.

Milnor, N. D.—A slight fire occurred in the elevator of the Farmers' Mill & Grain Company caused by a hot box. The blaze which was smoldering under a pile of chaff was quickly put out by means of chemicals.

Baker, N. D.—The Spaulding Elevator was destroyed by fire which was caused by a hot box in one of the bearings of the elevator. The elevator contained about 2,000 bushels grain. The total loss is estimated at \$6,000.

Chicago, Ill.—The five-story grain elevator of the Cragin Elevators Company here burned and a quantity of grain destroyed. The fire started in the drying room on the fourth floor of the building. The cause of blaze has not as yet been determined.

Friendship, N. Y.—O. R. Stillman's elevator and mill burned on February 16. The loss amounted to \$15,000; partially covered by insurance. The explosion of a gas tank is believed to have caused the blaze.

Marne, Iowa.—The elevator of the Rothschild Grain Company at this point was destroyed by fire on February 10 together with 10,000 bushels grain. The loss on the building and contents is estimated at \$23,000. The loss is covered by insurance. The plant is to be rebuilt immediately.

Memphis, Tenn.—G. E. Patteson & Co.'s elevator was slightly damaged by fire on the 12th of February. It is believed that the blaze started from a hot-box on the belt conveyor on the second floor. Automatic sprinklers extinguished the blaze before any serious damages were done. The damages were repaired so that the elevator was not closed down for more than a few hours.

Kansas, Ohio.—The large grain elevator purchased three weeks ago by A. B. Powell and Earl Mitchell from the J. L. Rouze Grain Company burned down. The fire started when a gas engine back-fired igniting some spilled gasoline and oil waste near the engine. Approximately 6,560 bushels oats, 1,200 bushels wheat and 75 bushels old corn to be used for seed purposes were destroyed. The contents were valued at \$10,000 while the valuation placed on the building was \$5,000. The insurance carried amounted to \$13,500.

THE announcement has been made by Andrew Kaiser, the wheat king of California, that he will build a grain elevator of 73,000 sacks capacity. The new structure will be located at Germantown, and will be 40 feet in diameter and 80 feet high. The cost is estimated at \$12,000.

HAY, STRAW AND FEED

A. I. Shannon will engage in the feed business at Wagoner, Okla.

A feed warehouse will be built at Houston, Texas, for the Josey-Miller Company.

The Iowa Feed Company of Keokuk, Iowa, has closed down its business at 1129 Main Street.

The feed and flour business of W. C. Laird at Tribune, Kan., has been sold to Brown & Wright.

The Ward Feed Company's business at Ft. Smith, Ark., has been purchased by the Hays Grain Company.

The Pt. St. Charles Hay Company, Ltd., of Montreal has been incorporated with a capital stock of \$30,000.

Oscar Bartlett and E. J. Frank have purchased the feed and fuel business of Clyde Osborn at Winston, Mo.

A large warehouse is to be erected at Escanaba, Mich., for the feed and flour dealers, A. and J. DeGrand Company.

The feed and flour store at Barron, Wis., formerly conducted by Mrs. J. W. Taylor, has been purchased by John West.

A hay and feed business has been purchased at Fort Collins, Colo., by H. R. Pierpont, which he will conduct in the future.

J. L. Hogg and J. M. Judd both occupy new sites at Roseburg, Ore., in which they will conduct their respective feed businesses.

T. Grant and others have filed incorporation papers for the Winchester Feed Company of Winchester, Ky., capitalized at \$25,000.

The Hodge Coal & Feed Company at Frankfort, Ky., operated for years by W. H. Hodge, has been disposed of by him to F. J. Sutterlin.

William H. Mason is now associated with H. H. Coppage in the feed business at Mt. Sterling, Ky. They will operate as Coppage & Mason.

Capitalized at \$25,000, the Harden Feed & Grain Company was incorporated at Hamburg, N. J. The company will deal in feed, grain, flour, etc.

Capitalized at \$10,000, the Central State Feed Company was incorporated at Cedar Rapids, Iowa. O. B. Zuck is president; T. B. Powell, cashier.

Carl R. Morse has closed out his feed business at Keystone, Iowa, having accepted another position. He has been manager of the King-Wilder Grain Company.

The Alexandria Hay & Grain Company has made arrangements for the construction of a hay warehouse at Alexandria, Va. The plant will cost \$30,000.

The charter of Young Bros. & Dailey of Lansing, Mich., dealers in hay, etc., has been amended, increasing the capital stock of the company from \$20,000 to \$25,000.

James H. Snell has formed a partnership with his son, Karl, and will conduct a feed and flour business at Theresa, N. Y. They will operate as J. H. Snell & Son and have purchased a large barn which they will remodel and in which they will

carry on their business. Mr. Snell was for many years connected with Snell & Makepeace.

V. Davis, B. J. Thomas and Ernest Akin have incorporated at Kiowa, Okla., as the Pittsburg County Feed Company. The capital stock of the company amounts to \$5,000.

O. A. Rector has disposed of his interest in the Rector-Barham & Taylor firm at Bluefield, W. Va., and will be associated with A. C. Smith in the feed and flour jobbing business at Columbus, Ohio.

Incorporation papers have been filed for the Cash Flour & Feed Company of Durant, Okla., capitalized with stock amounting to \$10,000. The incorporators are T. F. Allen, M. O. Allen and R. L. Crump of Durant.

The capital stock of the W. J. Barton Implement, Feed & Seed Company of Washington County, Nashville, Tenn., has been increased from \$10,000 to \$25,000 and the name of the concern changed to the Barton Implement & Feed Company.

LOUISVILLE HAY MARKET

BY A. W. WILLIAMS.

The hay and straw markets are off about \$1 a ton as a result of a much better local movement

of hay, which is coming in well since the roads improved. Farmers have begun selling their surplus stock after deciding that they had enough for the winter, and the local market is being fairly well supplied. Principal quotations are: Baled timothy, \$32 for No. 1; clover and timothy, No. 1, mixed, \$32; No. 1 clover, \$30.50; No. 1 local alfalfa, \$32.50; oat and wheat straw, \$14; rye straw, \$15.

ST. LOUIS HAY MARKET

The Mullally Hay and Grain Company of St. Louis, Mo., in its letter of March 12, says: Our timothy hay market during the past week ruled strong. The demand for timothy and clover mixed is good, particularly so for the best grades. The movement here of all kinds of tame hay was free and our market kept well cleaned up right along and is in good condition for fresh arrivals, and we advise prompt shipments. The prevailing prices here are good and much better than other markets, and it is well to take advantage of them. Prairie hay is ruling quiet. While the offerings of prairie are only fair in amount and demand fairly good at the prevailing prices, particularly so for the best Kansas prairie, the feeling on prairie, however, is not near so strong as it has been and prices are not ranging quite so high. The prevailing prices, however, are good and advise shipments. Alfalfa hay is ruling easier, the demand for alfalfa is rather limited and prices are not ranging as high as they have been. We think, however, that the receipts of alfalfa hay will be lighter, as the most of the alfalfa arriving now has been enroute a long while. We don't think there is any good in holding alfalfa for a higher market as the demand generally gets more limited as the season advances.

FIELD SEEDS

A retail seed store has been opened at Enid, Okla., for Chas. Z. Johnson.

New fixtures and equipment have been installed for Weeber & Son of New York City.

A seed grain bureau may be established at Billings, Mont., for distributing seed supplies.

The Orlando (Fla.) Seed & Produce Company is succeeded there by the Palmetto Gardens.

A company, headed by Geo. Ostrander, now owns the Fredonia Seed Company Estate at Fredonia, N. Y.

The new Jackson, Mich., plant of S. M. Isbell & Co., has been completed. The plant is modern in every detail.

Extensive improvements are being made for the Botzum Bros. of Akron, Ohio, and its store is being remodeled with new fixtures.

A bag filling machine with a capacity per hour of 3,000 packages is to be installed by the Jung Seed Company of Randolph, Wis.

B. F. Metcalf & Son of Syracuse, N. Y., will conduct its seed and garden seed business in the future as B. F. Metcalf & Son, Inc.

Seed cleaning machinery has been ordered by the Brooks Wholesale Company to be installed in its Warehouse No. 2 at Ft. Scott, Kan.

The seed, feed and grain business of O. A. Scales at Chariton, Iowa, is now owned by Foster & Dotts, a new company of that place.

The building at one time occupied by the Brock Bros. Supply Company at Winchester, Ky., has been secured by Martin & Hodgkin Supply Company in

which it will carry on a business in seeds and implements.

J. L. Loebs Seed Company of Aberdeen, S. D., now occupies a new building. The place is equipped with a wagon dump and elevator.

The capital stock of Field & Co., of Owensboro, Ky., has been increased from \$15,000 to \$30,000. The company handles seeds, implements, etc.

The Miami Valley Seed Company's seed business at New Carlisle, Ohio, has been purchased by W. N. Scarff & Son. The company is now out of business.

Machinery suitable for handling and grading seed is to be installed for the Alfred J. Brown Seed Company of Grand Rapids, Mich., at Livingston, Mont.

The Allbright & Cardwell Seed Company of Lockhart, Texas, will engage in the seed and feed business. Bruce Allbright and Geo. L. Cardwell are interested.

A flower and vegetable seed business is to be added to the field seed industry of the Ferguson Seed Farms at Sherman, Texas. Additional machinery is to be installed.

The Clark & Houghton seed house at St. Anthony, Idaho, has been purchased by the J. H. Allen Seed Company of Sheboygan, Wis. The plant is to be used for warehouse purposes.

J. E. Fain, S. S. Taylor, R. L. Latham and B. A. James have filed incorporation papers for The Fain Seed Company of Jackson, Miss., capitalized at \$10,600. The concern will conduct a general seed business.

L. G. Wertz, president of the Wertz Bird & Seed Company of Sioux City, Iowa, has purchased a building there for the consideration of \$32,000. He will remodel the plant and the third floor will be used as a cleaning room for his seed business.

Announcement has been made by the food controller's office that a very considerable surplus of seed peas remains in the hands of Canadian dealers. These are being purchased freely by Canadian canners and the dealers have urged that they be granted the privilege of exporting such surplus.

J. J. Campbell and Alfred Ross Campbell have formed a partnership under the name of the Campbell Seed & Supply Company of Wichita, Kan., Alfred Ross Campbell has joined the army and so will not be actively engaged in the business. The company will handle seed, poultry supplies, etc., and new equipment and cleaning machinery is being installed.

In order to increase as much as possible the amount of land devoted to growing of wheat the Ontario Department of Agriculture has secured 50,000 bushels of spring wheat from the Dominion Grain Commissioner, and this will be distributed amongst Ontario farmers at cost, \$2.75 per bushel.

**WE HAVE AN EXCEPTIONAL TRADE
AND WANT TO BUY**

Barley Feed and Mill Feed

*Ship us sight draft with bill of
lading attached*

E. P. MUELLER

Established 1887

5 N. La Salle St.

CHICAGO



ALFALFA
We are the Largest Distributors
of ALFALFA in
GREATER NEW YORK
Shippers who have Alfalfa Hay to dispose of, if they will
communicate with us we will provide a satisfactory outlet.
ALFALFA
A W. D. Power & Co., 12-15 N. Y. Hay Exchange
NEW YORK

**H
A
Y**

Mr. Hay Shipper:

When you consign a car of hay you have a right to expect special service, such as can only be given by a firm engaged strictly in the commission business. We have been in business many years and given personal attention to all shipments entrusted to our care. We are members of the Chicago Board of Trade and can offer the best of bank and mercantile references. TRY US WITH A CAR.

J. J. Considine & Co., 43 Board of Trade Chicago, Ill.

Distributing points have been established at Toronto, Chatham, Brampton, Lindsay and Woodstock.

The Manitoba branch of the Canadian Seed Growers' Association met in Winnipeg on Tuesday, February 19. A committee was appointed to investigate the feasibility of organizing a co-operative association for the purpose of cleaning and marketing good seed. Donald McVicar of Portage la Prairie was elected president.

LICENSES REQUIRED FOR SHIPMENT OF SEEDS AND FEEDS OUT OF CANADA

In future no exportation from Canada of farm or garden seeds, or bran shorts or middlings from grains will be permitted except under license of the Food Controller. Revised instructions have been issued by the Commissioner of Customs to collectors at all ports of exit that shipments of small value must not be licensed by endorsement on the usual shipper's export entry when such shipments include any of the commodities enumerated. In the case of bran and shorts, this action was taken as a result of information that at certain points of the frontier persons were taking food into the United States on farmers' vehicles or sleighs, securing large profits on their operation.

BULLETIN SHOWS IMPORTANCE OF TESTED SEED

The importance of planting only clean, treated and tested seed, especially in times of high production like these, is effectively emphasized in a bulletin just published by the Colorado Experiment Station.

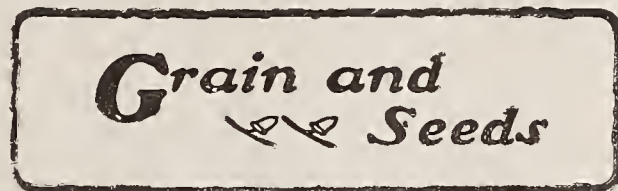
It is estimated in the bulletin that with the same acreage, same cultural methods, and the same care in harvesting, the yields of crops in Colorado can be increased from 10 to 15 per cent by simply

making sure that the seed planted is clean, pure and alive.

Methods of testing seed at home are given, including tests for purity and germination, together with a valuable table useful in determining the latter.

Methods of treating seed to prevent diseases in certain farm crops are given, the processes being explained in detail for a great variety of crops.

"Cleaned, Treated and Tested Seed for Colorado" is the title of the bulletin, and it is No. 238 in the Station series. It may be obtained by addressing the Experiment Station, Fort Collins, Colorado.



BLACK HILLS ALFALFA SEED

Sample and price on request. BROOKSIDE FARM, Buffalo Gap, S. D.

FOR SALE

We have a fine lot of good white seed corn for sale. NEWMAN MILLING COMPANY, Cullman, Ala.

A. W. SCHISLER SEED CO.

LET US KNOW YOUR WANTS IN
FIELD AND GARDEN SEEDS

Office: 704-6-8-10 North 4th St.

ST. LOUIS, MO.

Track Warehouse: S. W. Cor. Collins and Biddle

SEEDS Grain, Clover and Grass Seeds CHAS. E. PRUNTY 7, 9 and 11 South Main St. SAINT LOUIS

The ALBERT DICKINSON COMPANY

GRASS SEEDS FIELD

To Meet Demands Of

PURE SEED LAWS

Chicago

Minneapolis

REGISTERED BRANDS



MINNEAPOLIS SEED COMPANY

WHOLESALE FIELD SEEDS

HARDY NORTHERN GROWN SEEDS OUR SPECIALTY

BUYERS, RECLEANERS, SELLERS

Ask our bids before selling

Write or wire for samples and prices

TIMOTHY, CLOVERS, MILLETS

Grasses, Forage Seeds, Seed Grains, Peas, Beans and Screenings

SEED ELEVATOR AND WAREHOUSES:
34TH TO 35TH STS. AND RAILROAD
AVE. SO., ON C. M. & ST. P. RY.

P. O. ADDRESS: LOCK DRAWER 1546
OFFICES: 3444 RAILROAD AVE. SO.
MINNEAPOLIS, MINN.

GRAIN ELEVATORS AND WAREHOUSES:
35TH TO 37TH STS. AND RAILROAD
AVE. SO., ON C. M. & ST. P. RY.

WANTED

We are in the market for clover seed, screenings, tailings, and badly bucked clover seed. Send samples to THE KING SEED CO., North Vernon, Ind.

SEED CORN

We have to offer tested seed corn of following varieties: Leaming, Reed's Yellow Dent, Yellow Dent Ensilage, White Cap Yellow Dent, Boone Co. White, Eureka Ensilage and Southern White Ensilage. Write or wire for prices. THE PHILADELPHIA SEED CO., INC., Philadelphia, Pa.

L. TEWELES SEED CO.

MILWAUKEE, WIS.

Red, White and Alsike Clover

Timothy and Alfalfa Seed

Seed Corn

Field Peas

SEED CORN

If you have Seed Corn to sell, send us sample. If you want to buy Seed Corn write us for Prices.

STOECKER SEED CO.
Peoria, Ill.

Ross Seed Company

LOUISVILLE, KY.

WE BUY AND SELL

FIELD SEEDS

Send Sample for Bids.

Ask for Prices

Cochrane Quality Field Seeds Are the BEST THAT GROW

Twenty buying stations in the producing sections of Wisconsin and Minnesota enable us to buy the "cream of the crop." Write for quotations and samples.

T. H. Cochrane Co., PORTAGE, WISCONSIN

We want to buy Clover, Alsike, Timothy, Alfalfa White Clover.

WE BUY AND SELL

Seeds

Write Us Your Needs

SCHISLER-CORNELL SEED CO.

St. Louis, Mo.

White Clover
Orchard Grass
Tall Meadow Oat Grass
Rye Grass

WM. G. SCARLETT & Co.
BALTIMORE, MD.

GRAIN TRADE PATENTS

Bearing Date of February 5, 1918

Grain Car Door.—Richard Webb Burnett, Montreal, Quebec, Canada. Filed August 10, 1914. No. 1,255,382.

Seed Corn Hanger.—William P. Negus, West Branch, Iowa. Filed December 7, 1916. No. 1,255,776.

Bearing Date of February 12, 1918

Attrition Mill.—Edward P. Alsted, Truesdell, Wis. Filed September 13, 1916. No. 1,255,845.

Grain Sampler.—Arthur M. Wiswell, Wichita, Kan., assignor of one-third to John R. Bailey and one-third to Addison Hall, Wichita, Kan. Filed May 5, 1917. No. 1,256,413.

Adjustable Wind Grading Sieve.—Arthur Peterson, Altamont, S. D. Filed May 31, 1917. No. 1,256,366.

Claim: A grader including an elevated frame, an adjustable plate carried by the frame and having an edge portion over which the grain is caused to drop in a stream, a fan for producing a blast of air to act upon the stream of grain, a transverse dividing partition arranged under the plate and having a parallel relation to the edge thereof, and guide means for directing the grain falling upon opposite sides thereof.

Bearing Date of February 19, 1918

Bean Separator.—Merton Merriman, Lincoln, Wis. Filed May 19, 1917. No. 1,256,585.

Pea and Bean Separator.—Johnnie Frank Pritchard, Elizabeth City, N. C. Filed May 21, 1917. No. 1,257,115.

Ventilating Means for Seed Houses.—Alfred W. French, Piqua, Ohio. Filed April 4, 1916. No. 1,256,677.

Claim: Ventilating means for seed in seed houses, and the like, comprising a plurality of air distributing flues extending substantially horizontally in the lower part of the house under the seed, and having provision for the escape of the air from the flues at various points along the length of the flues, means which support the flues at various points throughout their length, means for supplying air under pressure to the several flues, and means for controlling the delivery of air independently to the several distributing flues.

Bearing Date of February 26, 1918

Machine for Separating Seeds.—George F. Crippen, Ypsilanti, Mich. Filed December 1, 1916. No. 1,257,320.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FLOUR AND MILL FEEDS

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. ANSTED & BURK CO., Springfield, Ohio.

HELP WANTED

WANTED

Cereal miller for night work competent to operate rolls, reels, aspirators and attrition mills. Apply J. J. BADENOCH CO., 2014 West 17th St., Chicago, Ill.

WANTED, DRAFTSMAN

High grade man, familiar with design of grain elevators, mill and factory buildings. State age, experience, and salary desired. Eastern location. DEVERELL, SPENCER & COMPANY, Garrett Building, Baltimore, Md.

CIVILIAN WORKERS WANTED FOR ORDNANCE DEPARTMENT—SPECIAL TRAINING FOR THOSE NOT EXPERTS

Men having a high school education, some shop training and the natural ability to adapt themselves to new work, may qualify for a Government appointment in which, under Government instructors, they will receive the necessary training for the positions described below. Those who have the required technical training will be placed and advanced as quickly as their ability justifies.

Which one of these jobs suits you?

Inspectors and assistant inspectors, field artillery ammunition steel.

Inspectors, artillery ammunition, cartridge cases, assembling, loading, forging, primers, detonators, shell and shrapnel machining.

Ballistic inspectors.

Metallurgical chemists and assistants.

Inspectors, powder and explosives.

Inspectors, cannon, forging operations.

Inspectors, gun carriages and parts.

Inspectors, gun fire control instruments.

Assistant inspectors, motor vehicles and artillery wheels.

Engineers and assistant engineers, for tests of ordnance materials.

Inspectors, ammunition packing boxes.

Machinists, accustomed to work to 1000ths of inch.

Send in your own application and urge your associates who may be qualified to do so. These positions are under civil service regulations, but applicants will not be required to report for examination at any time. Applicant will be rated in accordance with education and general experience. No applications will be accepted from persons already in the Government service unless accompanied by the written assent of the head of the concern by which the applicant is employed. Papers will be rated promptly and certification made with least possible delay. Apply or write for further information to C. V. Meserole, Special Representative of the Ordnance Dept., U. S. A., Room 800, 79 Wall St., New York City.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

MACHINERY

DYNAMOS—MOTORS

Will rent or sell electric motors. SCOTT BROS. ELECTRIC CO., 34 Macomb St., Detroit, Mich.

FOR SALE

A good 10-horsepower Fields Gas Engine in perfect running order. THE INMAN FARMERS ELEVATOR CO., Inman, Kan.

BAGS

BURLAP SACKS FOR SALE

New, 40/46, 7½ oz. 2,000, \$20 per 100. THE REEVES MILL & ELEVATOR CO., Quapaw, Okla.

FOR SALE—BURLAP BAGS OF EVERY KIND

New or second-hand, plain or printed with your brand; seamless cotton grain bags; sample bags; burlap, cotton, sheeting, or paper for car lining, etc.

Wanted: Second-hand bags; best prices paid. WILLIAM ROSS & CO., 409 N. Peoria St., Chicago, Ill.

THE SYKES COMPANY

930 West 19th Place, Chicago

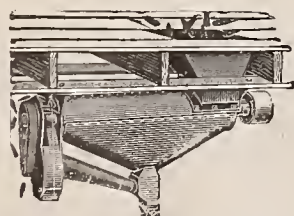
MAKERS OF FIREPROOF WINDOWS

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

Corrugated Iron and Metal Roofing For Grain Elevators

And take contracts either for material alone or job completed. Write us for prices. We can save you money.



Triumph Power Corn Sheller

C. O. Bartlett & Snow Co.
Cleveland, O.

They All Point to the Bowsher

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A mill that has conical shaped grinders—which do the work close to the center of the shaft, thus effecting a great saving of power.

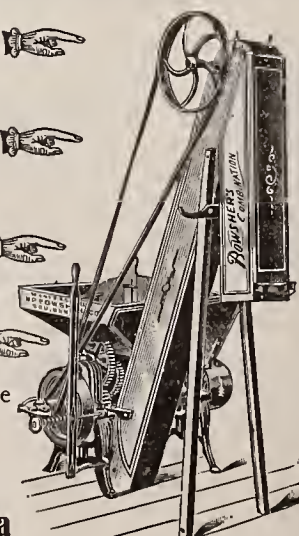
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OBITUARY

AEPPLI.—Chas. J. Aeppli, Jr., died in New Mexico not long ago. He was connected with the grain commission firm, Perry, Price & Co., of Chicago.

BAKER.—David A. Baker died at Butler, Ind., at the age of 61 years. He was engaged in the grain buying business.

BEATON.—Following a six months' illness, W. L. Beaton died at Minneapolis. He was the Minneapolis office manager for the McGuire-Haley Company and a member of the Minneapolis Chamber of Commerce Association for 10 years. His widow and two sons are left.

BLANCHARD.—Frank G. Blanchard was found dead in Gowanus Basin. Heart trouble rather than drowning is believed to have caused his decease. He was a wealthy grain operator of New York City.

BOWERS.—Abraham H. Bowers died at the age of 80 years, not long ago. He built the first elevator in the neighborhood of Crawfordsville, Ind.

CURTIS.—Bert T. Curtis of Curtis Bros., a prominent grain and elevator company, of Reed City, Mich., died suddenly on March 2 at Daytona, Fla.

DAY.—E. H. Day died at Caledonia, Ohio, after a long illness. He was engaged in the grain business in that city.

FISCHER.—Louis F. Fischer, aged 80 years, died at his son's home in St. Louis, Mo. He was a member of the Merchants Exchange. His home was in O'Fallon, Ill.

FLEMING.—On March 1, Francis E. Fleming passed away at his Cincinnati, Ohio, home following an illness with a complication of diseases. Up to a few months ago he had been a member of the firm of Ellis & Fleming, grain dealers, which was organized in 1858. At that time James W. Ellis retired from the firm and the business of the company was wound up. Later on he was connected with Al Gowling and A. C. Gale. He was a prominent member of the Grain & Hay Exchange.

HIGGINS.—Kidney trouble caused the decease of Edward M. Higgins at his home in Chicago on February 15, at the age of 58 years. Mr. Higgins

was at one time a large operator on the Board of Trade and vice-president of the Armour Grain Company. He was associated with the Armour company at the time of the smashing of Joe Leiter's corner in wheat and is said to have been instrumental in bringing this about. He resigned his position with the Armour concern in 1907 after he had made a large fortune. Off and on, however, the lure of the pits brought him back as a spectator and later on as an independent broker. His widow survives him.

HOBART.—Lynn M. Hobart, junior member of H. M. Hobart & Son of Detroit, Mich., died suddenly following an operation.

JACKSON.—Aged 62 years, Darius Comstock Jackson died recently. He had been a member of the Chicago Board of Trade for 40 years. He was a brother of Howard Jackson, second vice-president of the Food Administration, and Frank G. Jackson of Jackson Bros. & Co.

JOYEUX.—John H. Joyeux, manager of the Baltimore seed company, J. Bolgiano & Son, died on February 21 from pneumonia at the age of 32 years. Mr. Joyeux had been with the seed company for 10 years and was a member of the Baltimore Chamber of Commerce. His widow and two children are left.

KENT.—P. W. Kent, treasurer of the Western Grain Company of Ft. Smith, Ark., shot and killed himself on March 2. He was 63 years old. It is not known whether the shooting was accidental or intentional.

KIRK.—Lawrence H. Kirk died recently, aged 61 years. He was a grain dealer of Wakefield, Mass.

LUCIUS.—Arthur Merritt Lucius died after a long illness. For 15 years the deceased had been an active member of the Chicago Board of Trade.

MOELLER.—Henry C. Moeller passed away after an illness of six weeks' duration. Mr. Moeller was connected with the Des Moines (Iowa) Elevator Company for 20 years as grain buyer and for the past six months had been connected in the same capacity with the Purity Oats Company of the same

city. He leaves his widow and also four daughters.

MORISON.—Alexander M. Morison died suddenly at his home in Duluth, Minn., on February 12. For many years he had been connected with the Barnum Grain Company. His widow and five children are left.

MURRAY.—Chas. B. Murray, who was editor of the *Cincinnati Price Current* for 41 years, died at his home in Cincinnati, Ohio, on March 5. Mr. Murray had also acted as executive secretary of the Chamber of Commerce of Cincinnati for 20 years. He was an authority on grain and packing statistics. About six years ago, when he sold out his paper to the *Price Current* of Chicago, he retired from active business. He was 80 years old at the time of his decease.

PICKERING.—Philander Pickering died recently in Chicago. He was a member of the Board of Trade from 1875 to 1911 and was a large speculator in corn.

ROLFE.—At the age of 31, Chas. J. Rolfe, who had been associated with his father, and who conducted, after his father's death, the grain business at Newburyport, Mass., died recently.

RUNKLES.—Wm. H. Runkles, died at the age of 78 years, in February at his home in Mt. Airy, Md. He was for many years in the grain and milling business there.

SCHAEFFER.—Following an illness of several weeks' duration from pneumonia, George S. Schaeffer a prominent grain broker of Dayton, Ohio, died at his residence in that city not long ago. His widow and two sons survive him.

SKOLD.—Elmer Skold died on February 16 from heart trouble at Omaha, Neb., while enroute to Rochester, N. Y. Mr. Skold was a resident of Haxtun, Colo., and was one of the owners of the Plains Milling & Mercantile Company of that city and also a stockholder and director of the Western Grain Company of Denver, Colo. His widow and three children survive him.

WESTON.—Cornelius Weston died aged 86 years. He was a retired grain broker and resided at Roland Park, Md.

A COMPLAINT has been filed with the Public Service Commission, against the Pennsylvania Railroad Company and the Keystone Elevator & Warehouse Company by L. F. Miller & Sons, of grain and feed firm of Philadelphia, Pa., protesting against and asking that the latter be restrained from eliminating their warehouses as delivery points for hay and straw.



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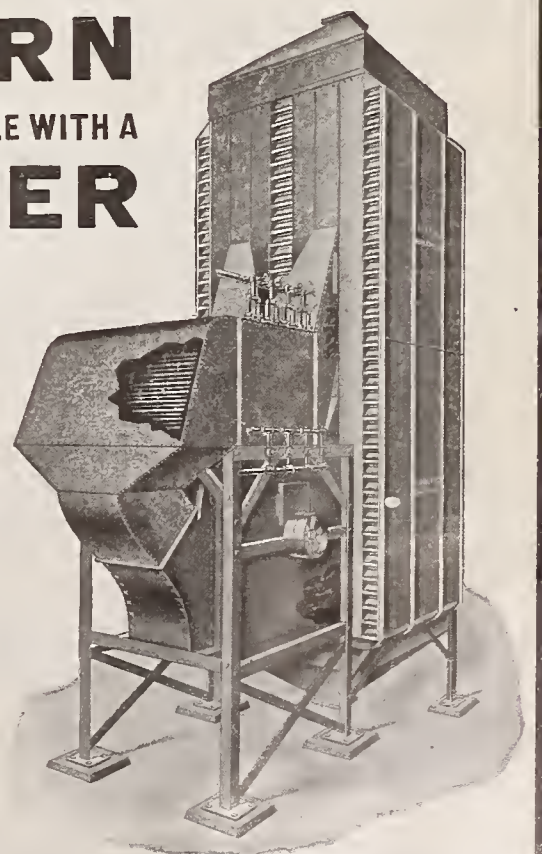
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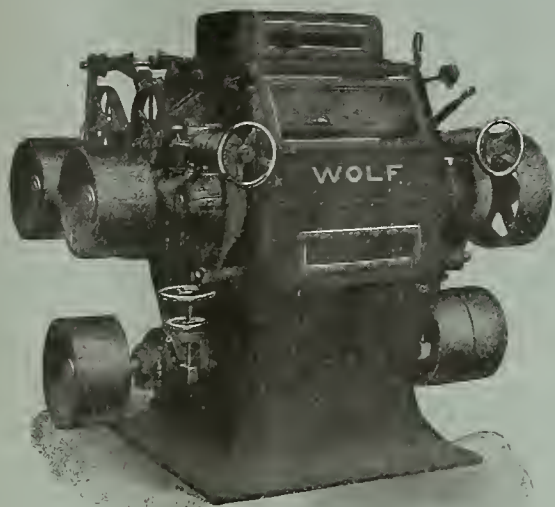
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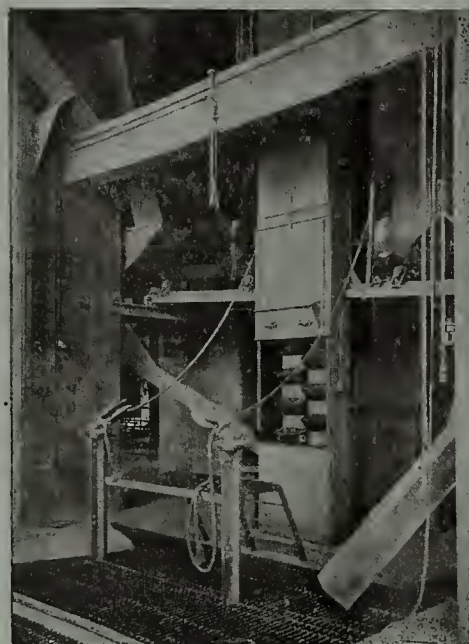
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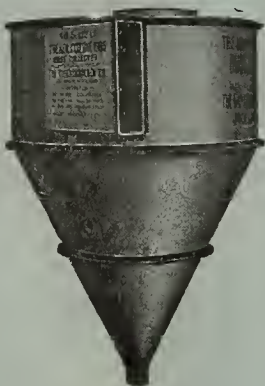
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